THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the NITED ASBESTOS C LIMITED, LONDON, DODWELL & CO., LIMITED. General Managers.

ILOILO, PHILIPPINE ISLANDS.

Supplied.

MONDAY, JANUARY 7, 1901. NEW SERIES No. 1720. 日七十月一十年六十二緒光

一拜禮

號七月正英港香

THIRTY DOLLARS PER ANNUM.

## Banks.

THE JOROHAMA SPECIE BANK, LIMITED, ESTABLISHED 1880. CAPITAL PAID-UP CAPITAL UNCALLED....... RESERVE FUND ...... 8,130,000

Head Office: YOKOHAMA. Branches and Agencies. TOKIO. LONDON. NAGASAKI. NEW YORK.

SAN FRANCISCO. HONOLULU. SHANGHAL. BUMBAY. 'NEWCHWANG.  ${f TIENTSIN}.$ LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARKS' BANK, LD.

THE UNION BANK OF LONDON, LD. HONGKONG BRANCH:-INTEREST ALLOWED. On Current Agrount at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI, Manager. Hondhory, 21st November, 1900.

ONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL......\$10,000,000 RESERVE FUND .--

Sterling Reserve .....\$10,000,000 } \$12,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: N. A. Stebs, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman. The Hon, R. M. Gray. R. L. Richardson, Esq. A. Haupt, Esq. The Hon. J. J. Keswick. P. Sachse, Esq. H. W. Slade, Esq. D. M. Moses, Esq. A. J. Raymond, Esq. | Paul Witkowski, Esq. CHIEF MANAGER:

Hongkong-Sir THOMAS JACKSON. MANAGER: Shanghai-H. M. BEVIS, Esq. LONDON BANKERS-- LUMBON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: · On Current Account at the rate of 2 per Cent.

per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON,

Chief Manager. Hongkong, 22nd December, 1900. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGUAL BANKING CORPORATION. Rules may be obtained on application, INTEREST on deposits is allowed at 31 PER

CENT. perannum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAL BANK to be placed on FIXED DEPOSIT at a PER CENT. per annum. For the HONGKONG AND SHANGHAL

BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 4th October, 1900. IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896. Shanghai-Tacls. STREET CAPITAL ...... 5,000,000 PAID-UP CAPITAL ..... 2,500,000 Head Office: -SHANGHAL

Branches and Agencies. PEKING. CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. SWATOW. CHUNKING: TIENTSIN. FOOCHOW.

HANKOW. THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH.

Advances made on approved securities. Bills discounted. INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Hongkong, 1st January, 1901.

\* THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE:-LONDON.

CAPPIAN PARE VITTO AND COMMENT & 800,000. RESERVE LIABILITY OF SHARE-NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per-

annum on the Daily Balances, .. On Fixed Deposits for 12 months... 4 per cent. r. P. COCHRANE,

Hongkong, 16th October, 1900. THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE:-HONGKONG.

Board of Directors :--Chan Kit Shan, Esq., D. Gillies, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, · GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %. Hongkong, 20th December, 1899.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT. .

85.00 ₩ Cask of 375 lbs. Net ex Factory. \$3.00 \$ Bag of 250 lbs. SHEWAN, TOMES & CO., Hongkong, 12th December, 1900. [19 Untimations.

ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS LONDON ......... Japan ....... G. K. Wright, R.N.R... About 12th Jan. .... Freight or Passage. S'HAI & JAPAN ... Shanghai ... A. F. Street ...... About 12th Jan ..... Freight or Passage. LONDON, &c ..... Chusan\* ..... C. D. Bennett, R.N.R... Noon, 19th Jan ..... Freight or Passage. SHANGHAI ..... Coromandel ... F. W. Vibert, R.N.R.: About 19th Jan ..... Freight or Passage. \* (See Special Advertisement).

PASSENGER SEASON, 1901.

(Direct). WITHOUT TRANSHIPMENT. 

For Further Particulars, apply to ...

A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th January, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG: PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.-Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

SAILING DATES. STEAMERS. SACHSEN WEDNESDAY, 20thFebruary, 1901.

KIAUTSCHOU, Hamburg-Amerika Linie ......WEDNESDAY, 6th March, 1901. BAYERN ...... WEDNESDAY, 20th March, 1901. PRINZ HEINRICH......WEDNESDAY, 1st.May, 1901. PRINZESS IRENE.......WEDNESDAY, 15th May, 1901.

N WEDNESDAY, the 9th day of January, 1901, at NOON, the Steamship "PRINZESS IRENE," of the NORDDEUTSCHER LLOYD, Captain P. Wettin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES

Shipping Orders will be granted till NOON, on MONDAY, the 7th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 2nd January, 1901:

# HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale...

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street,

12th Chrisber, 1868, "QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY. PRONOUNCED BY CONNOISSEURS

TO BE ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET. It possesses a delicate aroma, and is of great age and guaranteed purity,

\$12 Per Dozen. THE VICTORIA DISPENSARY Intimations.

AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities ESTIMATES given for every DESCRIPTION of WORK. SUPERINTENDENT ......ARCHIBALD RITCHIE.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

DODWELL, & CO., LIMITED, General Managers,

No. 75.

ALWAYS BRIGHT AND SPARKLING AND FREE FROM SEDIMENT.

BEST AND MOST POPULAR GERMAN PILSENER IN THE FAR EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 7th January, 1901.

PER CASE OF 4 DOZEN PINTS \$6.

SOLE . AGENTS: PRICE & Co., 12, QUEEN'S ROAD.

Hongkong, 31st December, 1900.

THE IMPERIAL BANK OF CHINA. NOTICE.

TATHEREAS THE IMPERIAL BANK OF VV CHINA'S premises in Peking have been destroyed by the Rebels, and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking, in CHING-PING, TSU-YIN currency, have been STOLEN therefrom :-100,000 Notes of 5 Mace each, Nos. 1 to 100,000

, 1 to 100,000 1 Tael ,, 1 to 20,000 1 to 10,000 The Public are hereby cautioned against purchasing or dealing in any way with such Nees, as the Bank accepts no liability for the

By Order of the Board of Directors, For THE IMPERIAL BANK OF CHINA, A. W. MAITLAND, Acting Chief Manager. Hongkong, 17th September, 1900. (1085b) THE WANCHAI WAREHOUSE AND

STORAGE CO., LIMITED.

JOTICE is hereby given that the TENTH ORDINARY ANNUAL MEETING of he SHAREHOLDERS will be held at the Office of the General Managers, No. Quen's Road Central, on MONDAY, the 14th January, 1901, at 3 o'clock in the Afternoon, forthe purpose of receiving the Report of the Geral Managers together with a Statement

of iccounts to the 31st December, 1900.
The TRANSFER BOOKS of the Company wilbe CLOSE ) from the 7th to 14th January, 190% both days inclusive. MEYER & CO. General Managers.

Hingkong, 31st December, 1900. .... [1536h

IOBINSON PIANO CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

**MANUFACTURERS** 

IRON-FRAMED

\$290, \$345, \$400.

AAKE, METZLER, WERNER.

E personally searched Germany and England thoroughly and found nothing to me near these. They are altogether unentled in the Colony. . Please see them before

- Others by DLLARD, BRINSMEAD, RACHALS. HIRE PAYMENT SYSTEM, if required;

THE "STAR" FERRY COMPANY, LIMITED.

TOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED. will be held at the COMPANY'S OFFICE, on TUESDAY, the 15th January, 1901, at 12.15 P.M. When the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 28th day of December, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION:-

"That the New Regulations already "approved by this Meeting and for the "purpose of identification subscribed by "the Chairman thereof, be, and the same are, "hereby approved, and that such Regula-"tions be, and the same are hereby adopted "as the Regulations of the Company to the "exclusion of all the existing Regulations "thereof."

A Copy of the proposed New Regulations may be seen at the Company's Office, and can be obtained by application to the Undersigned. "By Order of the Board, EDWARD OSBORNE.

Secretary, Hongkong, 4th January, 1901, -

THE WEST POINT BUILDING . CO., LIMITED.

TOTICE is-hereby given that the TWELF. TH ORDINARY MEETING ' SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on THURSDAY, the 24th January, 1901, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending and DOUGLAS." 31st December, 1900.

The Register of Shares of the Company will admitted a PARTNER from This Date. be CLOSED from TUESDAY, the 15th instant to THURSDAY, the 24th instant, (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors,

Secretary to The Hongkong Land Investment and Agency Company, Limited. General Agents for The West Point Building Company,

A. SHELTON HOOPER,

Limited. Hongkong, 4th January, 1901. THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY,

LIMITED.

31st December, 1900,

Total Area 65,81
The Register of Shares of the Company will \$300 per Annum. be CLOSED from TUESDAY, the 15th instant to THURSDAY, the 24th instant, (both days inclusive), during which period no Transfer of Shares can be registered

Shares can be registered

For further Particulars and Conditions of Sale, apply to Messrs, JOHNSON, STOKES and MASTER, By Order of the Board of Directors,

A SHELTON HOOPER, Secretary. Hongkong, 4th January, 1901.

#### Entertainments.

THEATRE ROYAL CITY HALL.

> WEDNESDAY. 9th January, 1901.

Lessees and Proprietors: Mrs. N. CHESTER, Messrs. A. H. and E. J. POLLARD. The first great event in the Colony of the 20th CENTURY.

POLLARD'S. LILLIPUTIAN

OPERA Co. OF 50 PERFORMERS, IN THE CHARMING JAPANESE

WITH FULL SCENIC, MUSICAL AND

LIMELIGHT EFFECTS. FOR TWO NIGHTS, ONLY.

FRIDAY, SATURDAY, MONDAY,

11th 12th and 14th January. For the First time in the Colony, The great American production

"THE BELLE OF NEW YORK," In Two Acts of Six Scenes. FOR 3 NIGHTS ONLY.

IST MATINEE. SATURDAY, 12TH JAN., "THE BELLE OF NEW YORK."

AT 3 P.M.

CHILDREN and AMAIIS HALF-PRICE. PLAN at ROBINSON'S. PRICES AS USUAL. The Star Ferry Co. has kindly consented to delay the last ferry to 12.15. Arrangements have been made with the Peak Tramway Co. to run a Special Tram a quarter of an hour after the Performance.

A. LEVEY, Business Manager. Hongkong, 5th January, 1901. HONGKONG AMATEUR DRAMATIC CLUB.

THE following are the Dates fixed for the PERFORMANCES of "HIS EXCELLENCY." MONDAY ...... 11th February, 1901. TUESDAY 12th
THURSDAY 14th
SATURDAY 16th
THURSDAY 21st

SATURDAY ...... 23rd A further announcement as regards dates for Booking will be made later: Hongkong, 22nd December, 1900.

## Potices of Firms.

NOTICE.

TX7E have This Day admitted Mr. HER-MANN EUMER and Mr. -FELIX LORRIA as PARTNERS in our FIRM. GROSSMANN & CO. Hongkong, 1st January, 1900.

NOTICE.

THE authority hitherto held by Mr. HANS WILHELM HERMANN EHMER to-SIGN per PROCURATION the Name of our FIRMS at HONGKONG, SHANGHAI and HAN-KOW, EXPIRES on This Date.

MEYER & CO. Hongkong, 31st December, 1900. NOTICE.

OUR SENIOR, Mr. H. CÆSAR ERDMANN RETIRED from our FIRM on the 31st December, 1900, but will remain a DORMANT PARTNER until further Notice. Mr. MARTIN EDUARD FERDINAND MARCH,

Mr. ADOLF CARL SCHOMBURG. Mr. WILHELM WIEDERHOLD. Mr. EDUARD MORITZ HANS SCHUBART. ave To-day been admitted PARTNERS. CARLOWITZ & CO.

Hongkong, Hamburg and China,

1st January, 1901,

NOTICE. X/E have authorised Mr. G. E. HUYGEN VV to SIGN our FIRM per PROCURATION.

WENDT & CO. Hongkong, } 1st January, 1901. NOTICE.

DARD, Marine Surveyors, will in future be sarried on under the Name of "GODDARD Mr. JAMES TORRY DOUGLAS has been

THE BUSINESS of BURNIE and GOD-

F. D. GODDARD. Hongkong, 1st January, 1901.

Auction.

PUBLIC AUCTION. MESSRS HUGHES and HOUGH have received Instructions from the Owner to Sell by PUBLIC AUCTION, IN ONE LOT,

FRIDAY, the 25th day of January, 1901, at 3 o'clock. P.M., at their SALES ROOMS.

ALL THAT Piece or Parcel of GROUND NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING
of SHAREHOLDERS in this Company will
be held at the Company's Office's Victoria
Buildings, on THURSDAY, the 24th January,
1901, at 12 o'clock NOON, for the purpose of
receiving the Report of the Directors together with Statement of Accounts for the year ending

1 21st December, 1900

Total Area 65,815 Square feet, Crown Rept

and MASTER, Solicitors for the Vendor,

The Auctioneers. [26c | Hongkong, 2nd January, 1901.

#### To-dan's Advertisenrents.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

THE FOURTH ORDINARY ANNUAL L'. MEETING of SHAREHOLDERS in the Company will be held at the COMPANY's OFFICE, No. 9, Des Voeux Road, Victoria, on WEDNESDAY, the 16th January, 1901, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors,

The TRANSFER BOOK of the Company will be CLOSED from the 12th to 16th instant both Days inclusive. SHEWAN, TOMES & Co.,

General Managers. Hongkong, 7th January, 1901.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAL "HE Company's Steamship

"TAIWAN,' Captain Harder, will be despatched as above. TO-MORROW, the 8th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 7th January, 1901.

COMPAGNIE DE NAVIGATION \* TONKINOISE.

FOR QUANG TCHEAU WAN, HOLHOW, PAKHOLAND HAIPHONG. (Taking Cargo at through Rates for HANOL NAM-DINH, DAP-CAU, VINH, YEN-BAY, LAOKAY and other Provinces

of TONKIN).

THE Steamship

Captain Godinau, will be despatched for the above Ports, on WEDNESDAY, the 9th instant, at to A.M.

. The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships, and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer. The Saloon and Cabins are lighted through-

out by Electricity. For Freight or Passage, apply to

2, Pedder's Street. Hongkong, 7th January, 1901. CHINA NAVIGATION COMPANY,

LIMITED. FOR NAGASAKI, YOKOHAMA & KOBE.

THE Company's Steamship

"BENVENUE," will be despatched as above on WEDNESDAY, the 9th instant, at a P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 7th January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship .

"YUENSANG," Captain P. H. Rolfe, will be despatched as above. on FRIDAY, the 11th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, 7th January, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR SWATOW, AMOY AND TAMSUL HE Company's Steamship

"TAMSUI MARU,"

Captain K. Hasegawa, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight. For Freight or Passage, apply to

THE MITSUL BUSSAN KAISHA Hongkong, 7th January, 1901. IMPERIAL GERMAN-MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND уоконама.

THE Imperial German Mail Steamship "HAMBURG,"

of the Hamburg-Amerika Linie. Captain Krech, due here with the outwar German Mail about the 11th instant, will leav for the above Places about 24 hours after arriva NORDDEUTSCHER LLOYD. For further Particulars, apply to

MELCHERS & CO. Hongkong, 7th January, 1901.

**EASTERN AND AUSTRALIAN STEAM** SHIP, COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN LAND PORTS, and taking through Cargo. to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) THE Steamship

Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M. This well-known Steamer is specially litted for Passengers, and has-a-Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light. A Stewardess and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVIGA-TION COMPANY and wice versa. . For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 7th January, 1901. FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA. HE Steamship

"POLARSTJERNEN," will be despatched for the above Port, on or about the end of January. For Freight, apply to

DODWELL & CO., LIMITED

#### To-day's Advertisements.

ROYAL. THEATRE

TO-MORROW, (TUESDAY) 8th JANUARY, 1901.

GRAND GLOVE CONTEST

> TWENTY ROUNDS TWO MINUTES EACH,

MARQUIS OF QUEENSBERRY RULES

will take place between JOE RILEY, OF U.S.A., CHAMPION OF HONCKONG,

ROGER MUSTOE H.M.S. "BARFLEUR."

HEAVY-WEIGHT-CHAMPION OF THE ARMY AND NAVY,

CHAMPIONSHIP FAR EAST

Under the Distinguished Patronage of H.E. Major-General GASCOIGNE, C.M.G., · Commanding the Troops in China. Rear Admiral A. T. BRUCE, R.N. Commodore Powell, C.B., R.N., and Officers of the Navy and Garrison.

PURSE OF \$500.

Under the Management of Mr. J. H. Downs.

There will also be Four Preliminary Bouts of Four Rounds each, for details of which see Hand Bills.

By kind Permission of the Officers of H.M.S. Barfleur, the Band of that ship will be in attendance.

Doors Open at 9 P.M. Hongkong, 7th January, 1901. NOTICE.

MR. F. C. LAING and Mr. W. S. RO IVI BERTS have This Day been admitted PARTNERS in our FIRM, the Partners now being Mr. NEIL MACLEOD, Mr. WIL-LIAM STEWART MACLEOD, Mr. F. C. LAING and Mr. W. S. ROBERTS. MACLEOD & CO...

Manila, 4st January, 1901.

STEAMERS EXPECTED.				
A'ames.	From.	Due.		
Kumsang	Singapore	To-morrow		
Prinzess Irene Hitachi Maru Hamburg	Shanghai Japan	To-morrow Jan. 9th		
City of Rio de Ja	n. Japan	.:[Jan. 14th		

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "I'rejected Sailings" are now published in these columns, and in so doing respectfully argorith managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratic with the latest available information every day.

Empress of India... Vancouver ..... Jan. 20th

PROJECTED SAILINGS.

Ship. Destination. D	ate.
Achilles Liverpool Jan.	ı 8th
Adato Portland, &c Jan.	
Akashi MaruFoochow	-
America Maru San Francisco, &c. Feb.	. 7th
Apping Maru Swatow, &c Jan.	
Bayern Straits, &cMar	
BenvenueJapanJan.	
Bingo Maru Kobe & Yokohama Feb	. 18th
ChinaSan Francisco, &c. Mar	. 121h
Chusan Europe, &c Ian.	toth
City of Peking San Francisco, &c. Feb.	
City of Rio San Francisco, &c. fan.	
Coptic San Francisco, &c. Jan.	
CoromandelShangkaiJan.	toth
Dardanus ,	oth
DevonshireNew YorkJan.	inth
Diamante	1116
Doric  San Francisco, &c. Mar	roth
Emp. Ghina Vancouyer, &c Jan.	i Kela
Emp. India Feb.	
Emp. India Feb.	1913
Emp. Japan Swatow, &c Jan.	Reb
Frailure Sc Eah	- ofth
Gaelic Havre, &c Feb.	· would
Goodwin Victoria, B.C Jan.	Reh
GuthrieSydney, &cJan.	2161
Line Steeles See Fair	Cele
Wiegeling Mary Moil See	anth
Literali Many Manadilas Paris Tran	1146
Lington Marie Translate & Marie Manual Section	and
Hamburg Straits, &c. Feb. Hiroshima Maru Moji, &c. Jan. Hitachi Maru Marseilles, &c. Jan. Hongkong Maru ian Francisco, &c. Mar. Hué Hoihow, &c. Jun.	Athu.
Hue	Toth.
Idzumi Maru Shanghal, &c Jan.	tach.

Kasuga Maru ....fapan ......Jan. 18th

Kawachi Maru... Kobe & Yokohama Jan. 18th

Kinutschou ..... Straits, &c. ...... Mar. 6th

König Albert ... Straits, &c. ...... April 17th,

Lightning ...... Singapore, &c ..... Jan. 9th

Loongsang ..... Manila ...... Jan. 9th

Nippon Maru ... San Francisco, &c. lan. 12th

Norderney ..... Havre, &c. ........ Jan. 12th

Olympia ........ Victoria, B.C. ...... Feb. 1st

Polarstjernen ... New York ........ Jan. 31st

Preussen .......Straits, &c. ....... Jan. 23rd.

Prinz Heinrich... Straits, &c. ....... May 1st

Prinzess Irene ... Straits, &c. ..... Jan. 9th

R, Morrow ..... New York ...... Qk. desp.

R hipeus......London.....Jan. 22nd

Sachsen ...... Straits, &c. ...... Feb. 20th

Sambia ......... Havre, &c. ....... Jan. 22nd

Shanghai ..... Shanghai, &c. ..... Jan. 121h

Sibiria ...... Havre, &c. ...... Feb. 18th

Silesia ...... Havre, &c. ...... Feb. 9th Stuttgart ...... Straits, &c. ...... April 3rd

Tacoma,.......... Victoria, B.C. ..... Mar. 1st

Taiwan ........ Shanghai ......... Jan. 8th

Tamsui Maru ... Swalow, &c..........Jan, 13th

Wakasa Maru ... Marsoilles, &c..... Jan. 25th

Yawata Maru ... Sydney, &c. ..... Jan 25th

Yuensang ..... Manila ..... Jan. 11th.

#### Intimations. EYE-SIGHT

Mr. N. LAZARUS Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,

(R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL) Business hours: - 9 A.M. to 5 P.M.

GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes-the many years of Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

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A. S. WATSON & CO., LIMITED

BIRTH. On the 29th December, at Shanghai, the wife of FRED. W. GODSIL, I. M. Customs, of a son

(Edward Priestley Carr). DEATH. 'On the 28th December, at "Aulderwood, No. 1, Yangtsepoo Road, Shanghai, GEORGE

PERHLES, aged 32 years.

HONGKONG, MONDAY, JANUARY 7, 1901

## NOTES AND COMMENTS.

The War in South Africa.

Despite the best efforts of our general DE WET still remains at large, and it doubtless in great measure due to his su great recrudesence of armed resistence upon ended 6th January are:the part of the Boers is to be attributed. Still, there is no getting away from the fact that the situation in Cape Colony must by of a grave nature, particularly as it neces sitates the landing of guns and the raising of a town guard at Capetown:

of the Boers will prove to be merely a las struggle before the whole of them see th utter futility of further resistance, but w fancy that so long as De Wer is at large the military activity of the Boers will con tinue and peace will be impossible. can change the destiny of South Africa disappointed.

settlement of affairs. voice of their own people than to that of was termed "of Knocklofty,"

that those Burghers who have the true welfare of the country, at heart, see that the Boer cause is a hopeless one. In all probability the war is now being carried on by those who have no real stake in the country, men who have nothing to lose and all to gain by looting. These men will flock to the Boer standard wherever it is mised with any prospect of success, and will naturally follow a clever general like DE Wer wheresoever he pleases to lead them. If, however, as foreshadowed by Reuter, the ölder, and more responsible Burghers have come to the conclusion that there is nothing to be gained by continuing the struggle, the war will end with the capture of DE WET. The only drawback is that DE WET appears to invariably out-general us, and escape with the bulk of his force just when his capture appears to be a moral certainty,

#### REUTER'S TELEGRAMS. BRITISH SOUTH AFRICA.

London, January 4th. The authorities at Capetown are preparing for all contingencies. The Boer prisoners have been removed to transports; recruiting for a new defence corps is brisk and all classes of loyalists are joining a town guard, which is in course of formation.

Farmers coming in from Carnaryon desc cribe the Boers as travelling in parallel columns, with numerous flanking parties sweeping the country of horses and catables. The British have evacuated Fauresmith and Jagerssontein for the purpose of concentration, and martial law has been extended.

#### THE TRANSVAAL.

An influential Burgher peace Committee has been found (founded?) at Pretoria. The Boers are exceedingly active.

#### LORD ROBERTS AT THE WAR OFFICE.

Lord Roberts commences his duties at the War Office to-morrow,

GREAT BRITAIN AND FRANCE.

The Daily Chronicle says that an agreement has been concluded between Great Britain and France, by which the latter renounces all rights in Newfoundland in exchange for Gambia.

#### WEATHER REPORT.

The Observatory report says:-

On the 6th at 11.50 a.m. the barometer continues rising on the China coast, and falling in the Sea of Japan. The depression appears to be still lying over the latter area. High pressure over N. China. Fresh monsoon on the China coast. Forecast:-Moderate or fresh N. and N.E. winds ; dull, drizzling min.

On the 7th at 11.55 a.m. the barometer has slightly on the China coast. Pressure is high over N. China with slight to moderate gradients and fresh monsoon on-the coast, and in the N. part of the China Sea. Forecast :--Fresh N.E. winds ; some drizzling rain or mist

#### LOCAL AND CENERAL

FROM the Commercial Union Assurance Company, Limited, we have received a very useful date block, giving both the English and Chinese

WE note in the Government Gazeite of the 5th inst, that H.E. the Governor has appointed George Herbert Wakeham to be a Justice of the Peace in this Colony.

THE importation of Dogs into this Colony :-No dog brought from Shanghai will be permitted to land in this Colony for a period of four months from the 1st inst.

THERE were two cases of assaulting European Police Sergeants before the magistrate to-day. The offenders in each case were punished rather severely for their actions.

THE Lady Superior of the Italian Convent begs to acknowledge with thanks the receipt of the following subscriptions to the funds of that Institution :-

A Friend ......\$50 

THE North China Daily News understands that the Committee of the Shanghai Branch of the China Association have telegraphed to London regarding the recent case of illegal arrest in the Settlement, urging that the regulations regarding arrests, which have been established after long, experience, should be maintained.

THE returns of the number of visitors to the cess in harassing the British troops that the City Hall Library and Museum for the week

> Library: Museum. Non-Chinese ...... 348 Chinese ...... 109 Totals..... 457

WE would remind our readers las to booking It is to be hoped that the present activity for Pollard's Lilliputians. After an absence of 4 years the favorites arrive to-night from Culcutta direct. That they are favorites a glance at the plan for the opening night will show, as there are few seats unreserved. Intend-We ing theatregoers would do well to reserve their do not for a moment suppose that DE WET seats, without delay and thus prevent being

his resistence and so delay the peaceful however, been the courtesy title of the heir to Quarry Bay for the purpose stated, and laid the Earldom of Donoughmore. It seems to their plans accordingly. The police have

the British, and there can be little doubt. THE Manila Times says the Bennington has been cruising in Oriental waters for the past eight or ten years, and this is the first time she has had to have a complete going over, which speaks well for her builders. In this length of time the ship has cruised about 100,000 miles. The Bennington is now in the harbour here, waiting her turn at the Docks.

THE news will be read with great regret, says the N. C. D. News of 29th ulto, of the premature death of Mr. George Peebles, Director of S. C. Farnhan & Co., Ld. Mr. Peebles was marine engineer by profession and was for a time superintending engineer in the service of the Ch na Navigation Go., Ld. He was a very skilful engineer and a man of considerable attainments, though very quiet and retiring in demeanour, and very popular with all with whom he came in contact. He leaves a family with whom deep and general sympathy is felt in their great loss. According to the Manila Times it appears

that certain music is prohibited in the Phillipines. That paper says :-- Pedro Castro and his band of native musicians appeared on the charge of playing Aguinaldo's march at the Quiapo church festival on New Year's Day. Pedro contended that be did not know the march had been forbidden, and that on several occasions he had been asked to play it by American officers, once no later than Christmas, when the order came from a colonel to play the Star-Spangled Banner, the Spanish National anthem, and Aguinaldo's march. The bench decided that a lesson was necessary and fined the maestro \$100 and gave him 30 days in jail. The rest of the band, numbering about thirty, were also given thirty days.

A CASE of attempted suicide is reported from the Eastern District. Alice Callighan, a boarder at the Metropole Hotel, and formerly a barmaid at Thomas's Grill Rooms, made an attempt at taking her life. She left Thomas's employ on the 3rd of this month and had been for two days only at the Metropole Hotel. On Saturday-afternoon she attempted to cut her throat with a razor, but the weapon was taken from her. The proprietor of the hotel and the others there were watching her in consequence of the attempt she had made. and then at about ten minutes to six she deliberately flung horself from the verandah railings to the ground, a distance of about 25 feet. She fell on to the concrete below, and Inspector McNab, Chief Detective Inspector Hanson and Inspector Robertson, who were called to the spot as they were passing, got her removed to No. 2 Police Station, Wanchais From there she was conveyed to the Government Civil Hospital and thence to the Asylum. She is supposed to be suffering from mental derangement, and was injured about the back by the fall. Fortunately, the injuries are not very serious.

A VERY sad accident has occurred in the New Territory, the result of which being that a Chinese boy has lost his life. Mr. C. G. Klinck, assistant superintendent at the Rope Works, Kennedytown, together with a party, was shooting yesterday in the New Territory in the and Co. p. 202. Also in the case Queen v. vicinity of Sam Chun, which is just in Chinese Territory. Mr. Klinck had his servant boy, aged about sixteen, with him to carry his things, when he fired at a pigeon. The bird was wound- was to ask himself whether there had been any ed and it dropped into some bushes. the boy round to look for the pigeon but it could not be discovered. Whereupon Mr. Klinck went himself and found the bird amongst the bushes. On his way back from the thick bush, the left barrel of the gun went off, and the boy, who was only a few feet away, received the contents of the barrel through his spine. He expired in defendant was an accessory to the forgery of about ten minutes. Mr. Klinck was under the impression that the gun was not cocked, but there seems to have been a mistake. The body was brought to the Central Police Station: at about one o'clock this morning, and it was conveyed to the public mortuary where it now lies. The whole affair was purely an accident, and as it took place in Chinese Territory, we cannot say what will be done. .WE have to report a highway robbery, com-

mitted almost in our midst and in broad daylight. On Saturday, at about noon, Leung Chung, a foreman at the Taikio Sugar Refinery, Quarry Bay, and pariner in the Po Tai shop, 5, Des Voeux Road, set out for Quarry Bay in a private ricksha, with a bag containing \$400 in twenty and fen cent pieces, equally divided. He was no other date was that transfer of shares accompanied by Lo Tai Po, his partner in the Poi Tai shop, who also was in a private richsha, and who carried another bag containing about \$346, being like the first bag of coin, equally divided in twenty and ten cent pieces. The money was for the purpose of paying the coolies at Quarry Bay. All went well for the greater part of the journey, and there was no thought of danger on their part. When just part - signature. That bound him cown to the fact the North Point Battery, on the Shaukiwan Road, seven men, armed with sticks, jumped out from the bushes on the side of the road and attacked the two partners before they had time the minute book, on the 27th April, 1896 fit the to recover from their surprise. The robbers Board Meeting of Directors of the Company by force of numbers succeeded very in overcoming the weak opposition offered them, and snatching the two bags, containing had a document signed by John Harper and between them nearly \$750, from the rickshas, witnessed by The defendant he submitted bolted up the hillside and got clear away." The victims of this outrage; at once made their way to the nearest police station and reported the robbery. They say they can identify the men, not John Harper, or else may have signed. of whom descriptions have been issued by the police. This robbery is similar in the mode of execution adopted to the robbery and murder on Shatin Road, when, as will be remembered, for the shares or that he had any claim to three armed men waylaid and beat to death a thent. And yet the defendant was a party to. foreman who was carrying in a ricksha a sum: The Transvaal and the Orange Free State Viscount. Suirdale, says the Pall Mall of money wherewith to pay his master's coolies. have been annexed by Great Britain and Caselle, who succeeds his father as sixth Earl The men in the present case had by some sooner or later. DE WET cannot alter this of Donoughmore, has hitherto borne a title means probably made themselves aware of the will appear in to-morrow sissue" but he can, and will if left at large, continue which has no real existance. It has always, fact that the money was to be transmitted to The formation of a Burgher Peace Com-have originated in the first Earl's mistaken actively taken the case up, the hills all round. mittee at Pretoita promises well. The pellef that his Viscounty of Donoughmore having being subjected to an exhaustive search Boers are much more likely to listen to the was termed "of Suirdnle," when in reality it for any clue, and there, is every prospect of apeedy affests. 

THE opening dance of the Shanghai Marine Engineer's Institute took place at the Masonic flall on 29th ultimo. The music by the Town Band was excellent, the floor was all that could be wished, everything possible had been done for the comfort of the dancers, and altogether a very anjoyable evening was spent by the company present.

THE Government intend, it is stated, to order four new powerful cruisers to commission early in the New Year for service on the China Station. Two of the number will probably be the firstclass cruisers Spartlate and Cressy. The former is of 11,000 tons displacement, and has practically finished her trials; while the Cressy, which is 12,000 tons, has only recently been delivered from the Fairfield Company's works. The other two vessels, it is thought probable, will be drawn from the Cressy class; which is armed with 9.2 guns in the principal batteries.

#### AT THE MAGISTRACY.

THE CASE AGAINST H. F .- CARMICHAEL. The hearing of the case against Mr. H. F. Carmichael came on again before Mr. Hazeland this afternoon.

Mr. H. E. Pollock, Q.C. (instructed by Mr. Mounsey) appeared on behalf of the complainant and Mr. M. W. Slade (instructed by Mr. Grist) represented the defendant.

Mr. Pollock in opening the proceedings today, applied to add after the word "did" the words, "on the 16th day of October 1897 at Victoria in this Colony" in each of the six charges against the defendant.

Mr. Slade had no objection to these additions and they were allowed. Mr. Pollock then recalled Mr. W. Hutton

Mr. Potts said in answer to Mr. Pollock, that he was Secretary on the 21st April:1896 and he made the minutes for the meeting at which it was decided to issue a fresh scrip in the name of John Harper. The defendant was

present at that meeting. Mr. Pollock then called Mr. Playfair, Manager of the National Bank of China, Ld., who said he had only received the subpoena at 12 o'clock, and had had no time to prepare anything. He said the defendant had had dealings with his bank. The bank held shares against money advanced to the defendant. The was no fixed amount advanced to Mr. Carmichael on the shares. They were deposited in collateral security.

Mr. Pollock asked witness to supply certain copies of entries in the books of the bankrelating to the shares.

In answer to Mr. Slade witness said he was at the first meeting of Carnichael and Co. Ltd. to wind up the Company. Mr. Playfair then left to fetch the copies of the books.

Mr. Pollock then said, as Mr. Slade did not intend to adduce any evidence, that he would go into one or two points of law to show the facts of the case as it presented itself to the prosecution. His Worship would have poted that in the first and third charges the defendant was charged with making a false entry. It was clear that the defendant did not make the entry, with his own hands.

Mr. Potts, the Secretary, was clearly an innocent agent in the matter. The law was that when anything was done by the procurement of an innocent agent, the person who procured that agent was considered by law to be a principal. The first case he would quote was Queen v. Chiford reported in 2 Carrington Hoaston. As regarded the charges of forgery, by virtue of Ordinance to of 1890 forgery was not tryable summarily. He submitted that what His Worship had to do evidence to go to a jury upon which they might find that the defendant was guilty. It was not for His Worship to put himself in the place of the jury. With regard to the fifth count a conviction might be brought about by a jury upon certain statements of fact. The jury might ask themselves "Did the defendant forge the document with his own hand? or whether he got some innocent agent to forge it for him, It would be open for the jury to find that the the documents. His Worship would have. gathered that his contention was that the defendant was in one or other aspects of the case. He submitted that it was absolutely impossible to suppose from the evidence that Mr. Carmichael did not write the words "John Harper" on the instrument of transfer.

Or else if he did not write them he was perfectly well aware that whoever did was committing a forgery and was signing the name of a man already dead.

His Worship:—His brother said that it

looked like his brother's writing. Mr. Pollock said that his brother would not naturally jump to the conclusion that it was not his brother's. He would show His Worship that John Harper could not have signed that instrument of transfer because of the provisions of the Stamp Ordinance in the Colony. He had ascertained that on the 16th October and on executed. In answer to Mr. Slade, Mr. Archibald Harperhad said that his brother and the defendant were great friends. - They could not be so without being able to identify one another when they met. He submitted that Mr. Carmichael must have known when he executed it in the name of John Harper, and he must have known that it was not John Harper who executed, that transfer. The defendant purported to have witnessed to the that either lie signed " John Harper" or at all events he did see another person sign it. Another point was that the defendant was present, as appeared from Mr. Pott's evidence and when it was decided to issue a fresh scrip in the name of John Harper in the place of the one lost in the Catterthun. And whilst they that it was perfectly clear, that a jury would be: bound to find either that the defendant signed "John Harper", or that he caused some one else to sign, and knew that someone else wasit. The defendant must have known when the

transfer was signed that it was not in fact signed by John Harper. It had not been suggested that the defendant had given any value the transaction by which the shares were transferred into his own name. After further argument by counsel, the case

was dismissed. The arguments put forward.

AN INDIAN POLICEMAN SENT TO PRISON FOR ASSAULT

He refuses to comply with orders from a Sergeant and also assaults him.

Before Mr. Hazeland this morning Indian Constable No. 675 was charged with weing abusive language towards Sergeant Lander, and with assaulting him in the execution of his duty.

The Hon, F. H. May (Capt. Superintendent of Police) prosecuted in the case and Mr. Guist defended.

The evidence of Sergeant Lander and P. C. Cooke was to the effect that the Indian was interfering with the provisions and despatches for Shatin and Taj Po from the Water Police Station. Sergeant Lander was responsible for the proper management of the affair and he ordered the defendant to go away and leave things alone. The Indian refused to comply and also clutched hold of the Sergeant, and used abusive language towards frim. The Indian was eventually handcuffed and charged this morning.

Mr. Grist said that it was not a very serious affair, and he asked His Worship to impose only a small fine.

Mr. May said that he looked at it otherwise. He had thought it sufficiently serious to bring the matter into Court.

His Worship then said the evidence was very clear as to the abusive language. . With reference to the assault, it had been proved that the defendant did assault the Sergeant, and it was a most serious case, the more so because it was committed at an out of the way station. On the first charge the defendant would be fined \$10 or fourteen days' hard labour, and on the second charge he would be imprisoned for three weeks for common assault.

#### A DANGEROUS PRACTICE.

Fire on a Kerosene Junk. .. P. C. Last brought the Master of a kerosene junk before Mr. Kemp this morning for having a fire on hoard his junk whilst it was loaded with kerosene.

His Worship inposed a fine of \$15 or six weeks' hard labour. The fine was paid

Lai Fung, a coolic, pleaded guilty before Mr. Kemp this morning to being in unlawful possession of seven tacls of loose raw opium, and was fined \$35 or six weeks' hard labour.

 The defendant put his hand into his pocket to that extent, which was surprising, considering the amount of the tine.

Young Kwai, coolie, was charged before Mr. Kemp this morning with being in unlawful possession of seven mace of loose raw opiun, not having a valid certificate.

His Worship imposed a fine of \$40 or in default, imprisonment with hard labour for two

The man went to gaok

BEING DRUNK AND ASSAULTING X POLICE SERGEANT.

A fireman named T. Martin was charged before Mr. Hazeland this morning with being drunk and disorderly, and with assaulting sergeant McSwayed in the execution of his

His Worship fined him \$15 for the offences.

GAMBIANG IN THE STREET.

Sergeant Gordon brought Lam Man, of no occupation, before Mr. Kemp this morning He was charged with others not in custody with gambling in the street on the 5th inst. A fine of \$10 or a month's hard labour was inflicted, the man paying the fine.

UNLAWFUL POSSESSION OF COPPER.

Li Chun, coolie, was tharged before Mr Kemp this morning with being in unlawfu possession of about 70 pounds of copper, valued at about \$30.

His Worship fined him \$30 or one month's hard labour, and he went to goal.

DISOBEVING AN ORDER OF BANISHMENT. Choi Yau, coolie, was banished from the Colony in August 1900 for five years. He was found to have returned, and this morning Mr. Kemp sent him to prison for a year with hard

#### THE "BARFLEUR" AFFAIR.

After making further enquiries, we find that the published accounts of the so-called " Barfleur Mutiny" are, as we stated on Friday last, greatly exaggerated. As a matter of fact three men are now awaiting trial on the charge of throwing sights overboard, while the leave of the rest of the crew is granted he usual. There has been no wholesale mutiny or insubordination at all, and the whole affair dwindles to a piece of petty spite against a particular officer on the part of one or more black sheep who are to be found in every ship's company.

#### PRESENTATION TO MR. R. COOKE.

On Saturday evening Mr. R. Cooke, Assistant Manager of the Dock Coy, was waited upon in the Reading Room at Kowloon Docks by the members of the European staff, and presented with his life size portrait as a souvenir of the New Year 1901. On making the presentation Mr. Rutter referred to the long and friendly association of Mr. Cooke with the staff, and to the many kindnesses they had experienced at his hands. He regretted that Mr. Cooke's state of health had prevented felt convinced that he was with them in spirit.

He had much pleasure in handing him the life like portrait, wishing him on behalf of all present good health and happiness in the coming year. He asked the staff to drink to the long life and I heavy. prosperity of Mr. and Mrs. Cooke,

Mr. Cooke, who was deeply touched, thanked Mr. Rutter and all present for the kind manner in which his health and that of Mrs. Cooke had been responded to, and, accepting the picture, said it would be much treasured by himself and handed down to his son after him as another token of the kindly spirit which he had always found exhibited towards him by the have been surprised. The proclamation stated Dock Coy.'s employees with whom he was that a new magistrate by the name of Chan was proud to identify himself.

The proceedings were brought to a close with 'three hearty cheers for Mr. and Mrs. Cooke .-- Communicated.

#### THE PLAGUE.

Number of cases reported (Chinese ......... 2-Number of cases reported (Chinese ..........

Total number of cases reported to date .... 3

11. Kr C, C. v. R. H. K. G. C. 45-1-A late start was made in this match, played. on Saturday between the Hongkong C. C. and and the Royal Hongkong Golf Club, as at 11 a.m. only about half the respective elevens had turned up. After a very good game however, the golfers having completed their innings for 264, and the club theirs for 249, the Club had to acknowledge defeat, al

On Friday and Saturday next the return match between the Navy and the Club will take place; but punctuality will be necessary if the

though it was registered under cover of dark-

game is to be played out a finish. Appended are the score and analysis :--

ROYAL HONGKONG GOLF CLUB. Lieut, Hill, R.W.F., h Sercombe Smith........... 60 Lieut, Krickenbeck, 22nd B., & Lumb, b Ainslie... 64 F. Noble, b Higgon management water see \$2 A. R. Lowe, not out annually morning the Extras and an annual and a second and a second

II.K. C. C. T. Sercombe Smith, c Woodgates; h Langhorne. 45 t, Orton, R.N., c Langhorne, b Krickenbeck ... 17 beck and garandaria continues and an income 

> Extras ...... 21 BOWEING ANALYSIS... ROYAL HONGHONG GOLF CLUB.

orsythic communication a Alastic ...... 3 Krickenbeck ......... 9 LOWE, and the control of the control Hill ...... 4 Dyson ..... 5 , o

#### FOOTBALL.

CAPT. LORING'S TEAM 7'. LIEUT. STEVEN'S

A Rugby football match was played between the above teams at the Happy Valley on Saturday afternoon. Capt. Lorings' team played in colours and Lieut Steven's appeared in white. There were a good number of spectators to witness a very good game when Whites com-

menced play, and several scrimmages were contested in quick succession, the kickers off generally getting hold of the ball. However, one of the Colours evaded all opposition and deposit ed the ball over the line. A goal was kicked. Im mediately following this, Whites scored under the posts and converted. Play was round the Colours goal, when Russell kicked into touch. The throw out, of touch brought no relief til Russell at back secured possession from scramble, dashed throughtall opposition and placed the ball between the posts; amidst enthusiasm from, the spectators. The kick for goal was successful, 'thortly afterwards, half time was sounded with Capt. Loring's team leading.

 Lieut. Steven's coloured warriors restarted play and Wall replied well, Whites having the advantage for a time. Stevens took the ball from a scrimmage, and transferred to his three quarters, who had hard luck in not adding to their account. Russell was there, however, and he touched down. The Whites were awarded a free kick, and their backs made the pace, some good passing being indulged in. They could not break the defence though. A very pretty piece of Rugby football was then witnessed, Stevens, who was very smart at half, dodged three or four opponents and ran across the field in the direction of his opponents line. He had to pass Russell, and at the correct moment he transferred to one of his side who had followed him up. The pass, however, went astray and the Association player picl td up the ball and ran practically the length of the field and, outdistancing his opponents, he scored a beauty,

repning round behind the posts and putting the leather between the sticks. The kick, from ad easy place, failed. The whistle brought a very interesting and well-contested match to finish with Capt. Loring's team ahead with z goals I try (13 points)

against'r goal ( 5 points). The teams were :-Captain Loring's Team :- Back, Russel Halves. Gibbs, and Hawkins. Three-Quarters. Harman Beattie. A: N. Other. A. N. Other. Forwards, Bidrop, Clark, Loring, Stevens,

Kitto, Sinclair, Sandford, and McMurtrie.

Lieut Stevens' Team :- Back, Wall. Halves Forsyth, and Stevens. Three-Quarters, Grinlinton, Wilson, Forwards, England; Grieve Campbell, Wilson, Bengay, Lewis, Stockwell, and Watson.

Referee Mr. Williamson. V. R. C. W "EMPRESS OF CHINA"

An Association match was played between V. R. C. team and an eleven from the s.s. Empress of China. The following represented the Victoria Recreation Club:-Goal, Smillie, Backs, Brett, Lapsley. Halves, Andrews, Craig, Loureiro. Tornbards, Yule, Fittock, Henderson, Herton, Duncan,

The game was rather a one-sided one an finished after good play, in a win for the V: R. C. by two goals to nil. In the latter part of the game thic winners made "rings" round their opponents, thou h the score was not

#### CANTON NOTES.

A MISTAKE. (From Our Own Correspondent).

CANTON, January 5th. If the Nam Hoi had seen the proclamationposted on 15th, in the streets yesterday, he would now in charge of the Nam Hoi districts. The writer of the proclimation had made a mistake | party referred to is known as a dangerous conand wrote "district" magistrate instead of spirator, who is capable of creating disturbances the proclamation removed.

EXECUTIONS.

KIDNAPPING.

#### THE LOSS OF THE "SUINSLANG."

Writing from Ichang under date of 28th ulto, the North China Daily News Correspondent

The steamer Suihsiang left Ichang for Chungking at daylight on the 27th. Just above here begin the Yangtze Gorges, very fine from a scenery point of view, but dangerous to navigation on account of the rocks and rapids. The steamer, which the owner, Mr. Rickmers of Bremen, has just built especially for this trade, with shallow draft and powerful engines, was. in command of Captain Breitag, who has the best knowledge of that portion of the River, The water is now very low, but the pilot assured the possibility of the trip. There were seven foreign passengers and twenty-one missionaries | naturally take a special interest in it, but he is returning to Szechuen; on board.

the Tatung Rapid easily, and arrived at noon than political problems. We hope that the at the entrance of the splendid Nicoukolang American Association will follow the example Gorge (Sintan Rapid?) forty-five miles above of the China Association in protesting, if it be rocks, and the river turns round a cliff. The energetically in the matter. We residents Chinese crew, frightened, jumped into the life- are always on the alert to curtail them, boats, which were capsized, and most of them | and our predecessors have struggled over and were drowned. From this desertion it was im- over again to maintain them. Eternal vigilpossible to run the steamer ashore. Chinese | ance is the price of freedom, and we must exersampans hastened to the assistance of the cise that vigilance without respite, if we want steamer, and took the passengers ashore. All to keep the freedom of our Settlements. Such the Europeans were saved. The Captain stop- | excuses as "it wasn't very much of an arrest,"

ped on board bravely to the last. her stern raised perpendicularly out of the use of a precedent like this as cleverly as the water, and after an explosion, disappeared | Chinese can, and this is why this particular entirely, with the Captain still on her. The outrage should not be allowed to pass. On the catastrophe lasted twenty minutes in all.

The passengers and the rescued portion of the crew spent the night in Chinese-huts. We at once. It is a question of principle; it is not returned the next day to Ichang by junks and the steam-launch of the British gunboat Esk.

The teamer Suiksiang was built for the Changking trade and was running in conjunction with the Rickmers' Yangtze line, for whom Messrs. Arnhold, Karburg & Co. are the local agents. The Suihsiang came out from Bremen this summer, and has latterly been employed landing troops and stores at Taku. On the close of navigation in the North she returned to Shanghai, and has since been engaged fitting out for the special navigation of the Upper Yangtze. She sailed from Shanghai on the 15th instant, with a full complement of cargo and passengers; among the latter were some twenty missionaries returning to Chungking, whence they had been removed by Mr. Consul Fraser in August last. These unlucky passengers. have lost everything, and many are coming back to Shanghai again to refit. We understand that the vessel was insured at Lloyds in London. This unfortunate loss will be another setback to the long attempted navigation of the Upper River. Yet we hope it will not be long before the attempt is renewed, for a failure, like the present, to run when the water is at its lowest, is no proof that the river is not navigable in safety during the greater portion of the year. The experience of the Pioneer this past summer shows that there is no insuperable difficulty in running at high water period, when, however, the current is at its 'maximum strength; but in winter until the rocks are removed from the fairway, it would seem that the risk is too heavy's for the Sullisiang had taken every precaution which her unfortunate captain thought requisite, after having himself made two preliminary voyages at both the high and low water seasons. The Tungling is the first of the important rapids that infest the stretch of water between Ichang and Kueifu, and is situated about 45 miles above the latter city; it is a nest of rocks through which run swift cross currents. It is to be hoped that this sad disaster will lead to some effective steps being taken for the improvement of the channel, such as were so successfully commenced at the Great New Rapid by Messrs. Grey Donald and Tyler in the winter of 1897-1898, but which were never completed, avowedly from lack of funds.-N. C. Daily News, .

#### THE ILLEGAL ARREST AT BHANGHAI.

On the above subject the North China Daily News of 31st ultimo, says :---

man in the Foreign Settlement and his conveyance into the city, where he has been made to-confess under torture-at least so it is reported and the report is no doubt true-that heis involved in a conspiracy against the Empress Dowager, the common enemy of all foreigners in China, would have stirred. Shanghai to its depths. The Municipal Council would not and the Consular Body would not have been and Governor-designate of this province the Settlement. As to the illegality of the he has been telegraphed for to go up to Hsian, arrest in Hongkew on the 22nd, there is no and probably be made an official of the Im-

authority" with the official view of the matter, | back to Peking .- N. C. D. News. and it is just what we might expect from officials anxious to make excuses for their inaction: For this inaction we do not blame the British officials; their instructions from home are said to be that they are to avoid trouble with the local Chinese authorities, 'our hands being tied, as these authorities know, by the war in-South Africa. Accordingly we are asked to believe that "the statement as to illegal arrest having been made at all is without foundation, although the action of the runners may have been irregular" (the italics are ours). But if there is no foundation for the statement that any illegal arrest was made, where was the irregularity on the part of the runners, and wiry provided for his reception, and that no coercion princes and chiefs. after the victim was outside the limits of the |'she is a great favourite.' Settlement, but is it any less a kidnapping because the victim was persuaded to come by some false story and was not violently carried. away? Another paltry excuse is "that the not far from the North Gate of the city, six men | agreed to by the Municipal Council, the Con-

who are obnoxious to the local authorities, is going a great deal too far. The absurdity of it is that the party of these reformers whom such people as the Empress Downger and Li Hung-chang are anxious to hunt down, will probably be in power in a very short time. One great aim of the Allies is to take away the Empress Downger's power altogether, and yet foreign officials can be found in Shanghai to assist in doing her bidding.

Kung Chao who was kidnapped 'illegally' on the 22nd may be a dangerous conspirator Kossuth, Mazzini, Mario, Garibaldi, and many others were dangerous conspirators, but no British or American official would give up such men to their enemies without trial, As the illegal arrest in the present instance was made in Hongkey, the U.S. Consul-General would unfortunately absent from China and his locum The steamer passed the Ichang Gorge and tenens is obviously more familiar with religious Ichang. The river bed is here full of sharp true that the Consular Body are not moving steamer proved to be too long. She knocked in Shanghai cannot afford to give up one against a hidden rock and began to sink. The jot of our liberties. The Chinese officials, and " he was a bad character any way," should The Suihsiang was seen to drift down, with be stamped upon at once. No one can make other hand, a firm attitude on the part of the Consular Body would bring the Taoini to book so much the question of the release of this particular man, it is that our liberties shall not be impaired with impunity by any Taotai or Chinese General. We are suffering from the same apathy that allows the Chinese to protract ad infinitum the palavers about the Chüchou massacre, for which full punishment ought to have been inflicted months ago. We have hitherto refrained, out of consideration for the feelings of our readers, from publishing the details of what was done to the ladies at Chüchou, but we shall have to publish.

them soon, if justice is so slow. Returning to the illegal arrest on the 22nd A "high authority," we are told, holds that "the suggestion that under these circumstances a detachment of foreign troops should be sent into the City to demand the release from the yamen of the individual in question is not merely uncalled-for but is actually mischievous,' How sad! particularly as it is the suggestion of an authority higher than any now in Shanghai. Of course, the threat of it would be more than enough; but it seems that the Taotai, if he only knew it, may safely go a great deal farther than this in attacking our liberties, for our Foreign Office is most anxious to avoid complications with the Chinese authorities, and our Consuls have to fold their hands in inaction accordingly.

## THE CRISIS IN CHINA.

To Meet the Returning Court.

The following Peking telegram was received in Shanghai on the 30th ultimo:-" Over 90 large carts each drawn by over a dozen mules and horses, started from Peking to-day for the North-west. To questions made as to their destination, the reply was that they had been engaged to go as far as Taiyuan, where they were to meet members, of the Imperial, Court and bring them back to the Old Capital."

#### The Mahomedan Rebellion.

in Kansu province, reported to have started there is according to a Lanchou telegram of the 28th ultimo, on the increase. It is stated that the local garrisons, composed of Kansu and Shensi troops, have all been defeated heavily by the rebels, the only troops able to stand against the Mahomedans being the Hunanese of Viceroy Wei Kuang-A few years ago the kidnapping of a China- | tao, who had not yet been entirely withdrawn from the province. This turn of affairs will probably compel Viceroy Wei. Kuang-tao to remain for a time in Kansu.

#### Official Changes.

It was rumoured on the 30th ult., in Shanghai, mandarin circles to the effect that Sung have rested until the man was handed back. Shou (Manchu), former Governor of Kiangsi appealed to in vain to protect the liberties of (Kiangsu), will not come to Soochow after all, as question whatever; the Chinese officials have perial Court. It was also reported that H. E. acknowledged it by their action in getting a Hu Ping-chih, formerly Governor of Shansi, warrant stainped after the man was arrested. [13] had been sent for by the Emperor's desire to We have now been favoured "upon high go up to Hsian and accompany his Majesty

#### Hsian Notes. The following items from Hsian are from a

eliable source :-In anticipation of the proposed removal of the Emperor's Court from Hsian, his Majesty has made it known to his friends and supporters of the Reform Party that his Majesty will issue a decree as soon as restored to power to recall some 80 Reformers to assist the new Government, the only exception to the number being one Liang Ting-fen, a Hanlin, who so far has been with Viceroy Chang Chih-tung, at. Wuchang. The dispatch further states that was a warrant subsequently obtained? We Prince Tuan is still in Ninghsia, just outside are further told that the victim mounted of the western extremity of the Great Wall, where his own accord into the brougham which was he is surrounded by a large party of Mongo

whatever was employed." It has never been On the other hand, Princess Tuan is in suggested that any violence was employed until Hsian with the Empress Dowager, with whom

The Ubiquitous Eunuch. It has already been mentioned that Li Lienvin, the Empress Downger's favourite eunuch, who was supposed to have died in April last, "assistant district" magistrate. During the in the Yangtsze Valley and who had been noti- is still in the land of the living. This resurrecday the mistake was reported to the yamen, and fied that the authorities were looking for tion has been confirmed by the fact that when him." What has that got to do with it? Certain entering Tungkuan Pass the other day, Li Lienregulations for the arrest of accused persons in vin considered himself insulted by the sub-Near Ko Kong, on the Little Temple Hill, the foreign Settlements have been framed and prefect of the place who presented him with Tis. 50 for his "expenses;" in other words Li up till noon of the 5th Other Asiatics o were strung up in cages two days ago and left sular Body, and the Chinese authorities, and Lien-yin considered the amount too small, but January, 1901 ...... Europeans ...... o to die. It is not often that criminals are ex- these regulations were wilfully set uside. A kept the sum and handed it over to the Governor ecuted in this way by the Canton officials. Chinaman, even though he "is capable of of Shensi, complaining of an attempt at bribery, during the past 48 hours Other Asiatics o Li Hung-chang revived this method of punish creating disturbances in the Yangtze Valley and requesting an investigation. This matter cannot legally be arrested in the limits of the became known to the magistrate of Huayinh sjen, Foreign Settlements without a warrant-signed a day's journey to Hsian, and when Li Lien-A number of children have been kidnapped by the Senior Consul and executed with the yin arrived at Huayin, the magistrate gained during the past month. Rewards are offered aid of the Municipal police, and then the accust his Javour by presenting him with Tls, 500. Number of deaths reported (Chinese ....... 2 for information leading to their recovery. It ed must be taken before the Mixed Court There were no complaints made of the magisup till noon of the 5th Other Asiatics o is said that the boys find their way to San Ui, magistrate and the foreign assessor, and a trate's conduct. But soon afterwards the guilty during the past 48 hours Other Asiatics o makes male labourers scarce. The girls are kept | Shanghai to become an Alsatia, or a centre | magistrate of Huayin was promoted to be sub- to the 14th ultimo, via Honolulu, has arrived | Europeans ..... o in Canton or sent to Hongkong. Within the from which plots against the Government of prefect of Shang chou, Shensi province. This at Yokohama, and will leave for this port to Total number of deaths recorded to date... I appeared. and Shanghai.

#### THE MISSION OF THE BATTLE-SHIP "KENTUCKY."

European diplomats at Washington are in terested in the passage of the battleship Kentucky through European waters, says a latdispatch. The Kentucky will be the first American battleship which has ever been across the Atlantic. When the battleship Oregon and Jours left, the one for the Asiati and the other for the Pacific station, the steamed around the Horn. The orders give to the Kentucky required her to go through

the Sucz Canal. With a view to forcing the Sultan to pay the \$90,000 damages claimed by the U.S. Govern ment for the destruction of the property of American missionaries, the battleship Kentucky has been ordered to stop at Smyrna. The presence of this vessel at this port will, it is believed, have great moral effect at Constar tinople, and force the Sultan to pay the clair long overdue.

## NOTANDA CALENDAR.

Meteorological means based on fifteen years' observations to 1898. Barometer ......30.159

Thermometer ......59.7 Rainfall ..... 1.545 NTO-DAY. WEATHER REPORT. On date at On date at Baremeter....... 30.10 · 30.03 Temperature .....

TO-DAY. Monday, 7th January, 1901.

Humidity ...... 85

Rainfall....

Chinese-17th of 11th moon of 26th year of Kwang-su. Sun-Rises ..... 6hr. 42min. Sets ..... 5hri 26min. High water-Morning ......zihr. 40min. Afternoon ..... Johr. ISmin. Low water-Morning ...... 4hr. 41min. Afternoon, ..... 3hr. 30min. ANNIVERSARIES.

1558-Calais lost. 1697-Swan R. W. discovered Australia. 1841-Forts at Chuenpi taken with great slughter. 1889-Northamptonshire Regiment left Hong-

1896-Japanese Government handed Port Arthur over to the Chinese. H.M.S. Caroline left for England.

> Fund opened. TO-MORROW.

1807—The Mansion House Indian Famine

Tuesday, 8th January, 1901. Chinese-18th of 11th moon of 26th year of Kruang-sic. Sun-Rises ..... 6hr. 43 min. Sets ..... 5hr. 27min. High water-Morning ...... ohr. 12min. Afternoon ...... 10hr. 51min. Low water-Morning ...... 5hr. ramin. Afternoon ..... 4hr. romin.

ANNIVERSARIES. 1785-Gunner of the Lady Hughes strangled HOIHAO, French steamer, 532, Merlees, 7th 1840-China decreed against trade with Eng-

1852-Ice one-fourth inch thick at Canton.

1864-Prince Albert Victor born. 1892-Steamer Namehow lost off Cup Chi. near Swatow, with loss of nearly 500 persons, including Captain and officers. Wosang, British str., for Foochow.

1896-Chi Chuan appointed Special Envoy to Pax, Belgian str., for Iloilo. Russia on a secret mission. 1897—Armed altack on a silk dealer's shop : Winglok Street, \$160 stolen.

AGENDA:

TO-MORROW. Grand glove contest at the Theatre Royal,

WEDNESDAY, oth. C. N. Co. steamer Benvenueleaves for Japanese

Steamer Lightnung leaves for Singapore Penang and Calcutta. Daylight-D. & Co.'s steamer Formosa leaves for Coast Ports.

daylight-O. S. K. steamer Anding Maru for Swatow etc. 11.30 p.m.-Extraordinay General Meeting of the Hongkong Cotton Spinning Weav-

ing and Dyeing Co., Ld. at their office. 9 p.m .- The Pollard's Lilliputians at the Theatre Cargo ex Sado Maru subject to rent.

THURSDAY,\_19th.

Cargo ex Peninsular subject to rent. FRIDAY, 11th

5 p.m.—C. & N. Co.'s steamer Diamante leaves for Manila. T. K. K. steamer Nippon Maru leaves for Sac

#### the Theatre Royal. SHIPPING AND MAIL NEWS.

Francisco via Shanghai etc.

3 p.m .- The Pollard's Lilliputians Matinee a

German (Princess Irene) to-morrow. German (Hamburg) 11th instant. American (City of Rio de Janeiro) 14th inst. American (Coptic) 20th instant. Canadian (Empress of India) 20th instant. American (America Maru) 26th pro.

The Imperial German Mail steamer Pringess Irene, left Shanghai on Sunday a.m., and maybe expected here on or about Tuesday, the 8th

The T. K. K. steamer America Maru, with Mails. &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th ultimo.

The P. M. S. S. Co.'s steamer City of Peking with Mails, occ., which left hence Dec. 4th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 1st inst.

The Imperial German Mail steamer Hamburg, carrying the German Mails with dates from Berlin of the 10th Dec. left Singapore on Sunday at 2 p.m., and may be expected here on or about Friday a.m., the 11th install

The P. M. S. S. Co.'s steamer City of Rio de Janeiro, with Mails &c., from San Francisco. to the 14th ultimo, via Honolulu, has arrived.

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# Windthing.

ACOB DIEDERICHSEN, German steamer, 623, A. Rieke, 5th Jan.,—Haiphong 3rd Jan., and Hoihow 4th, Rice and General.— Jebsen & Co. ARIAKE MARU, Japanese steamer, 2,193, T.

Tasaku, 6th Jan.,-Kutchinotzu ist Jan., Coal.-Mitsui Bussan Kaisha. NORMANNIA, Danish steamer, 1,717, Edw. Eriksen, 6th Jan., -- Moromn (Japan) 27th

Dec., Coal.—Melchers. & Co. LOONGMOON, German steamer, 1,245, T. Knoop, 6th Jan., - Canton 6th Jan., Gene-

HONGKONG, French steamer, 862, Pannier, 6th Jan., - Haiphong 4th Jan., General, -A. R. Marty. BENNINGTON, American gunboat, 1,710, C. H. Arnold, 6th Jan .- Manila 3rd January,

WOSANG, British steamer, 1,127, R. Johns, 7th Jan., - Canton 6th Jan., Rice. - Jardine, Matheson-& Co. ESMERALDA, British str., 966, G. H. Blaxland, 7th Jan. Manila 4th Dec., Hemp.

Shewan, Tomes & Co. HUE, French steamer, 705, G. Godinan, 7th Jan .- Haiphong and Hoihow 6th Jan .. General.-A. R. Marty,

HAICHING, British steamer, 1,267, T. P. Hall, 7th Jan.,-Haiphong and Pakhoi 5th Jan., General.-Douglas, Lapraik & Co. ETRURIA, British steamer, 1,040, M. Crockett, 7th Jan.,-Hongay 5th Jan., Coal.-Jar-

dine, Matheson & Co. BRANDENBURG, Dutch cruiser, 10,000, Zur S. Rosendahl, 7th Jan., -Shanghai (Woosung) 4th January.

ORLANDO, Brilish cruiser, 5,100, Burke, C.B., 7th Jan.,-Woosung 3rd January. VIPERE, French gunboat, 400, Villeneuve, 7th Jan.;-Shanghai 4th January. Alfong, British steamer, 1,024, G. W. Pennefather, 7th Jan.,—Hoilo 3rd Jan., Sugar

and Hemp.—Butterfield & Swire. KWEILIN, British steamer, 1,293, J. McKenzie, 5 7th Jan .. - Wuhu and Chinkiang 1st Jan., Rice and General. Butterfield & Swire. PENARTH, British transport, 1,959, W. H. West,

7th Jan,-Woosung and Amoy 6th Jan., Ballast.-British Government. GLAUCUS, British steamer, 3,590, J. Barwise, 7th Jan.,-Singapore 2nd Jan., General.-

Butterfield & Swire. ISIN CHI, British steamer, Lorr, F. Klopfer, 7th Jan.,-Wuhu 3rd Jan., General.-C. M. S. N. Co.

Jan.,-Pakhoi and Holhow 6th January, General.-A. R. Marty. Clearances at the Harbour Office. Saikong, British str., for Samsui. Jacob Diederichsen, German str., for Holhow. Phranang, German str., for Holhow.

Hikosan Maru, Japanese str., for Moji. Kashing, British str., for Shanghai. Auping, British str., for Shanghai. Kongnam, British str., for Canton. Esmeralda, British str., for Saigon. Loosok, British str., for Hoihow. Kibellin, British sir, for Canton, Formosa, British str., for Swatow, Hansa, German str., for Canton.

#### Departures.

Jan. 6, Doric, American str., for San Francisco. Jan. 6, Thales, British str., for Swatow. Jan. 6, Daijin Maru, Jap. str., for Swatow. Jan. 6, Choysang, British str., for Swatow. Jan. 6. Charterhouse, British str., for Amoy.

Jan. 7, Kashing, British str., for Shanghai. Jan. 7, Anping, British str., for Shanghai.

Passengers-Arrived. Per Haithing, from Haiphong, &c;-57 Chi-

Per Kaifong, from Hollo-Major W. Caron, Lieuts. Mesk, and Goodale and 38 Chinese. Per Esmeralda, from Manila-Mr. and Mrs. A. C. Jones, 3 children and servants, Mr. Harrison, Capt. Cobban, Messrs: Jacobs, Iquelad, Colport, and 18 Chinese.

Departed.

Per Doric, for Amoy-Mr. and Mrs. R. Wiloman, Master R. Wiloman, Jr., Mr. Penthan and servant, Lieut. A. W. Wright, and servant, Mr. A. W. Barchand Williamson and servant, Lt. F. J. Wolwyne and servant. For Shanghai-Messrs. A. C. van Nicrop, S. Moosa and servant,-Mrs. C. M. Carter and infant, Miss C. Carter, Mrs. Ball (Nurse), Mrs. E. Harris, Miss M. Harris, Miss J. Elison (Nurse), and Mr. F. S. Saunders, For Nagasaki-Lieut. Coundr. J. R. Barton, For Kobe-Mr. Tsuchihaste. For Honolulu-Messrs. Hu Man and Hu-Kwok, For San Francisco-Mr. A. G. Center, Mrs. R. J. H. Hopkins, Mr. and Mrs. J. D. Richardson, Mr. and Mrs. Manuel Leon and infant, Master Leon, and Mr. H. H. Tayler. Fo London-Dr. T. M. Young, and Major C. W. Riley.

#### SHIPPING REPORTS.

Capt. W. H. West, of the steamship Penarth, from Woosung and Amoy, reports :- Strong N.E. monsoon. "Capt. Mackenzie, of the steamship Kweilin,

from Wuhu and Chinking, reports :- Strong. monsoon and showery weather. Capt. M. Crockett, of the steamship Etruria, from Hongay, reports :- Strong breeze, high

sea, with fine and misty weather. Capt. I. Barwise, of the steamship Glaucus, from Singapore, reports; -Fresh to Macclesfield, thence light and clear, wind N.E. to E.N.E.

Captain O. H. Pennefather, of the steamship Kuifong, from Hoilo, reports :- Light to moderate monsoon and smooth sea, with occasional

Captain G. H. Blaxland, of the steamship Esmeralda from Manila reports - Experienced light N. to N.E. winds and fine clear weather throughout.

. Captain T. P. Hall, of the steamship Haiching. from Haiphong and Pakhoi, reports :- Calm and line clear weather to Hainah Head, and thence to port strong montoon, roogh sea and fine cloudy weather.

#### Mails.

#### KAISHA. YUSEN

(THE JAPAN MAIL STEAMSHIP COMPANY).



	PROJECTED SALLIN	GS FROM HONGRONG SUBJEC	'I IO WEIRWAIN	
	. STEAMERS.	DESTINATIONS.	SAILING DATES	i.
Н	TACHI MARU		Daylight.	
K	ASUGA MARU E. W. Haswell	NAGASAKI, *KOBE and YOKO-	NOOH,	ĺ
'K	J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 18th Jar Daylight,	·
I	J. Curnow	SHANGHAI, KOBE and YOKO-	, 4 1.2r	
. 1	J. B. Macmillan	CANAL PARAMETER AND	FRIMAY, 25th Jan Daylight.	).,
Y	AWATA MARU	SYDNEY and MELBOURNE, VIA MANUA, THURSDAY ISLAND, TOWNSYILLE and BRISBANE	4 P.M.	
F	Irosurva Myru S. Yoshizawa	MOJI, KOBE and YOKOHAMA	WEDNISDAY, 30th J Noon,	an
_	F. Davies	ROBE and YOKOHAMA	MONDAY, 18th Fe Daylight.	An.

per S.S. " Kanshiu Maru," sailing thence on the 1st February, 1901. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office at Prince's Building, 1st Floor, Chater Road.

\* Taking Cargo and Passengers for CANADA and UNITED STATES, transhipping at KOBE,

A. S. MIHARA,

HAMBURG-AMERIKA LINIE.

Hongkong, 4th January, 1901. (Freight Service).

(Breight Service). OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. ... DESTINATIONS. SAILING DATES.

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.a Stewardess. For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA PACIFIC MAIL STEAMSHIP CO. OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via)

Yokohama & Hono-AMERICA MARU (via Shanghai, Nagasaki, Thursday, 7th Feb.; Kobe, Inland Sea, 1901, at Noon. Yokohama & Hono-

HONSKONG MARUS (vià Shanghai, Naga-Saturday, 2nd Mara saki, Kobe, Inland 1901, at Noon. Sea, Yokohama and

THE Twin Screw Steamship

Honolulu)

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA. SHANGHAI, NAGASAKI, KOBE, INLAND will be despatched for SAN FRANCISCO, via United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, journey at any point en route. France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UMION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.....

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PARIFIC. UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, on application. Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to tation-to-Yokohama and other Japan Ports, to Hayana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the of the United States, via Overland Railways, to Company's and connecting Steamers.

reight will be received on board' until P.M. the day previous to sailing. Parcel Peckages will be received at Office until 5 P.M. same day; all Parcel Packages should be the day previous to sailing, Parcel Packages marked to address in full; value of same is

required. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Office in Sealed Envelopes, addressed to the San Francisco. Collector of Customs at San Francisco,

Queen's Building. J. S. VAN BUPEN, Agent.

VIA INLAND SEA OF JAPAN AND HONOLULÜ:

Shanghai, Nagasaki, Saturday, 12th Jan., PROPOSED SAILINGS FROM HONGKONG.
Kobe, Inland Sea, Saturday, 12th Jan., City of Rio de Ianeiro 1901, at Noon. City of Rio. de Janetro

(via Shanghai, Naga-Tuesday, 22nd Jan., "1901, at Noon. Sea, Yokohama and City of Peking (vin)

Shanghai, Nagasaki, Thursday, 14th Feb., Kobe, Inland Sea, 1901, at Noon. Yokohama & Honolulu) ......

China (via Shanghai, land Sea, Yokohama and Honolulu) ......

Nagasaki, Kobe, In- (Tuesday, 12th Mar., 1901, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

SEA, YOKOHAMA and HONOLULU, on SHANGHAI, NAGASAKI, KOBE, INLAND SATURDAY, the 12th January, at Noon, SEA, YOKOHAMA and HONOLULU, on taking Freight and Passengers for Japan, the TUESDAY, the 22nd January, 1901, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC. UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-LAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, journey at any point en route. DENVER and RIO GRANDE, and other | Through Passage Tickets granted to Engdirect connecting Railways, and from Chicago land, France and Germany by all trans-Atlantic to destination the choice of direct lines. Particulars of the various routes can be had

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government-officials and their families.

Through Bills of Lading issued for transpor-San Franscisco, to Atlantic and Inland Cities Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

Company's and connecting Steamers. Freight will be received on board until 4 P.M. will be received at the Office until J. P.M. same | the Company's Office until FIVE P.M. the day day; all Parcel Packages should be marked to previous to sailing. address in full; value of same is required.

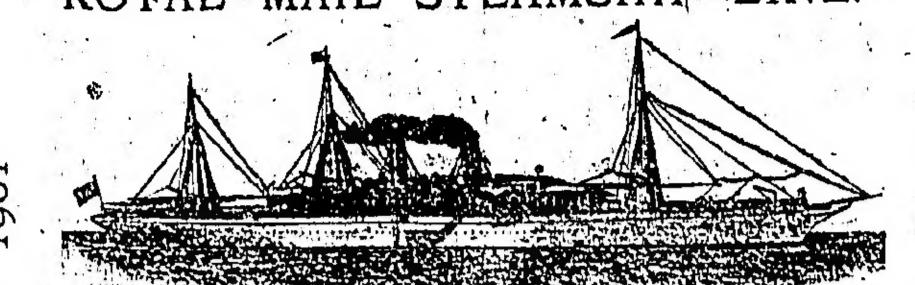
Consular Invoices to accompany Cargo des- tined to Points beyond San Francisco, in the fined to Points, beyond San Francisco, in the United States, should be sent to the Company's United States should be sent to the Company's | Offices, addressed to the Collector of Customs, Collector of Customs at San Francisco.

Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, Queen's Building; Queen's Building.

J. S. VAN BUREN, Agent, angleong 28th December, some le language, 7th January, 1001

#### Mails.

#### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY.

PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 16th January. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 13th February. , at EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R......... WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE: Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 19th December, 1906,

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

Captain C. D. Bennett, R.N.R., carrying Her

Majesty's Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 19th instant,

at Noon, taking Passengers and Cargo for the

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed vid Bombay with Transhipment.

P.M. the day before sailing. The Contents and

Shippers are particularly requested to note

the terms and conditions of the Company's

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

TLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONCKONG.

Nagasaki, Kobe, In- (Tuesday, 29th January,

Nagasaki, Kobe, In- ( Tuesday, 19th March,

"COPTIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

. Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolule,

lines of Steamers, and to the principal cities.

of the United States or Canada. Rates, and

particulars of the various Routes may be ob-

Special rates (First-classonly) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

Passengers who have paid full fare, re-em-

barking at San Francisco for China or Japan

(or vice versa) within one year, will be allowed

not apply to through fares for China and Japan

All PARCEL PACKAGES should be marked to

address in full; and same will be received at

Consular Invoices to accompany Cargo des-

. S. VAN BUREN,

to Government officials and their families.

and passengers are allowed to break their

TUESDAY, the 29th instant, at Noon.

at Noon.

at Noon.

(Saturday, 23rd Feb.,

Coptic (via Shanghai,

land Sea, Yokohama

Gaelic (via Shanghai,

Nagasaki, Kobe, In: (

land Sca, Yokohama

land Sea, Yokohama

tained upon application.

T'HE Company's Steamship

and Honolulu).

and Honolulu).

Doric (via Shanghai,

and Honolulu).

.. THE OVERLAND RAILWAYS,

Acting Superintendent:

Value of all Packages are required.

For further Particulars, apply to

Hongkong, 5th January, 1901.

Parcels will be received at this Office until 4

· AMERICAN PORTS).

THE Steamship

above Ports.

Bills of Lading.

D. E. BROWN, General Agent, Pedder's Street.

#### NORTHERN PACIFIC STEAMSHIP COMPANY. PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN.

KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

- Steamers.	Tons.	Captains.	Proposed Sailings.
Goodwin Olympia Tacoma	4,421	A. Jackson	jan. 18
	2,837	J. Truebridge	Feb. 1
	.2,811	A. Dixon	Mar. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. be transhipped at Colombo into a steamer

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one

of the first class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK £48. The Railroad travelling is second to none on

the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA,

TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on applica-

Special rates allowed to members of Government Services. For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd January, 1901.

#### ORECON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH. THE OREGAN RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR:) AND SAN FRANCISCO,

INLAND SEA.OF JAPAN, KOBE,

AND YOKOHAMA. Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA. THE Steamship

> "ADATO," 2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR:) VIA MOJI, KOBE and YOKOHAMA. Through Bills of Lading issued to any Point in the United States and Canada.

the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same-is-Consular Invoices, to accompany Cargo des-

Cargo will be received on board until 5 P.M.;

tined to points beyond Portland (Or:), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or:) For further Information as to Freight rates, n discount of 10 per cent. This allowance does &c., apply to

ARNHOLD, KARBERG & Co., Hongkong; 27th December, 1900. 1 [1417h

#### SAILING VESSEL. FOR NEW YORK.

THE 3/3 L. II British Bark,

"R. MORROW." For further information as to Freight or Captain Douglas, having arrived, is now loading For further information as to Passage and For further information as to Passage and Passage, apply to the Agency of the Company, here for the above Port and will have quick

> For Freight, apply to ARNHOLD, KARBERG & CO,

## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.				
	FOR	STEAMEUS.	CAPTAINS.	TO SAIL.
		RHIPEUS		1
)) 			,	
LIVERPOO	go at Lordoj: PATES)	)		About 18th Jan., 1901.

For Freight, apply to

Hongkong, 7th January, 1901. DOUGLAS STEAMSHIP COMPANY LIMITED.

THE Company's Steamship "FORMOSA,

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.

General Managers. Hongkong, 7th January, 1901.

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

THE MITSUI BUSSAN KAISHA,

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the at's P.M.

DAVID SASSOON, SONS & Co., Agents. Hongkong, 3rd January, 1000

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

·····" LOONGSANG," Captain Weigall, will be despatched as above on WEDNESDAY, the 9th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 3rd January, 1901,

"NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"DEVONSHIRE." , will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to SHEWAN, TOMES & Co.,

SHIP COMPANY, LIMITED. FOR MANILA.

"DIAMANTE," Captain A. Ramsay, will be despatched for the above port, on FRIDAY, the 11th instant,

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. . She is fitted throughout with Electric Light. A Doctor is carried. For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers, Hongkong, 5th January, 1901.

LIMITED. FOR FOOCHOW VIA SWATOW AND

"AKASHI MARU," above Port, on WEDNESDAY, the 16th instant, at Daylight.

THE MITSUI BUSSAN KAISHA, . Agents. Hongkong, 3rd January, 1901.

# Ansurance.

THE Undersigned AGENTS of the above · Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

SIEMSSEN & Co. Hongkong, 28th May, 18ot.

GODOWNS TO LET. A-T-WANCHAI-and-WEST-POINT.

Secretary. HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED. Hongkong, 5th December, 1900. [1420b

2 and 3, GOUGH HILL, PEAK, from middle of April

TO LET FURNISHED.

MENT & AGENCY CO., LD. Hongkong, 3rd January, 1001.

SIENTING SURGEON DENTIST, No. 14. D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free.

# Agents, O. S. S. Co.

Consignees. TOYO KISEN KAISHA

NOTICE.

ONSIGNEES of CARGO per Steamsh

" NIPPON MARU." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods

from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

j, s. van buren,

Hongkong, 3rd January, 1901. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "PENINSULAR,"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London, &c., ex S.S. Himalaya. From Australia, ev S.S. India. From Persian Gulf, ex S.S. Pachumba, King

Arthur and Simla. From Zanzibar, &c. ex S.S. Dmarka. Optional Goods will be landed here unless instructions are given to the contrary before

3 P.M., TO-DAY. Goods not cleared by the toth instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL, Acting Superintendent. Hongkeng, 4th January, 1901.

# - Untimations.

WANTED A N ASSISTANT ENGINEER required for H.M. DREDGER "ST. ENOCH," at WEI HAI WEI, Rate of pay, TEN SHILLINGS per day, inclusive, Seven days per week and to include all Overtime, no Provisions found.

Apply to

CHIEF ENGINEER Naval Yard. Hongkong, 4th January, 1901. BOOKKEEPER.

XX/ANTED, a GOOD BOOKKEEPER, must be quick and experienced. Apply to ROBINSON FIANO CO.

LIMITED. Hongkong, 31st December, 1900. AMERICAN MACHINERY.

WE have OPENED a MACHINERY DEPARTMENT, and are prepared to DEPARTMENT, and are prepared to Furnish Prices, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHI-NIST'S SMALL TOOLS, BUILDER'S

Prices quoted f.o.b. New York, or c.i.f. REUTER, BROCKELMANN & CO., Hongkong.

No.6, Ice House Street, Praya Central. Head Office-TOKIO.

Branch Offices :-LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN. Agencies :-Miiki Coal Mines.

Kanada Coal Mines.

Neither the CAPTAINS, the AGENTS, nor the

of the following Vessels during their stay in

M. FUJISE, Manager. NOTICE.

Ohnoura Coal Mines." No. 1, Ohtsuji Coal Mines. Ichimura Coal Mines Kishima Coal Mines. Yoshio Coal Mines. . Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen-Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Milke Cotton Spinning Mills. Imperial Government Paper Mills, Onoda Cement Company. MITSUI BUSSAN KAISHA,

Hongkong, 11th December, 1800.

NIOT RESPONSIBLE FOR DEBTS. OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews.

Hongkong Harbours Hopotopp with Saptember 1808 ct ... [19] The Karbors & Co. ...

R. MORROW. Brit. Bark, Douglas, Arnhold

(Taking Cargo at LONDON RATES).

FOR SWATOW, AMOY AND TAMSUL

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

THE OSAKA SHOSEN KAISHA,

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

For Freight or Passage, apply to

Hongkong, 26th December, 1900.

above Ports, on WEDNESDAY, the 9th instant, For Freight or Passage, apply to

FOR MANILA. THE Company's Steamship

SHEWAN, TOMES & CO.'S

Hongkong, 31st December, 1900. THE CHINA AND MANILA STEAM.

THE Company's New Steamship

THE OSAKA SHOSEN KAISHA,

THE Company's Steamship Captain K. Suzuki, will be despatched for the Hongkong

For Freight or Passage, apply to

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

CURRENT RATES.

To be Net.

Apply to-EDWARD OSBORNE,

THE HONGKONG LAND INVEST-

HARDWARE, &c. Made in AMERICA, (U.S.A.)

> 3rd January, 1901. MITSUI BUSSAN KAISHA. 12c 1V

> > Hokoku Coal Mines. Yoshinotani Coal Mines.

Fritz Gerald, H. C.

Faral Ahmed (2) Falkenflick, S, (2)

(New York)

Falek, W.

Guria, M.

Hazam Singh

Harman Singh

Heintz, H.

Hira Singh

Hinton, R. S.

Hakam Din.

Hawan Singh

Giese, A.

Flores, J. S.

Fox, F. (2)

Goldenberg, B.

#### GOLD IN THE PHILLIPINES.

Mr. G. D. Rice treats of gold and goldmining in the Phillipines in the Engineesing and Mining Journal. He says :-

"Some miners in the Philippines claim to have made large profits by working the sands and beaches on the sea-coast. I saw one place along the beaches of Panay where there was mining apparatus in operation for a mile or more getting out the gold deposits, which probably had been washed into the ocean in the currents of some river, and deposited along the shores. The gold obtained seemed to be very fine, worn smooth by long action of the waters. Evidently the original lodgment of this gold was in some far-away mountain, and it was washed to the seas by the rivers. Much of this gold was invisible and would be classed under the head of flour gold.

" Placer gold in the Philippines always has smoother appearance for the reason that it is tumbled about in the ravines and along the river-courses for a long time before it, reaches a place of deposit in the shores of some river or at the beaches. The natives have been at work getting gold for nearly one hundred years, and some of them have secured large stores of the valuable metal without knowing its true value. I have entered nipa shacks of the natives for a resting-place through the night, and have been shown the collections of gold and other metals of the native father and his family. Although the shack may not be worth \$10 and there may be a shortage of the necessities of life, the native miner will be able to exhibit a bagful of nuggets about the size of peas, most of them being flattened and worn Flour gold, too, will be been, but this is the kind that the native sells or disposes of some way first, and he keeps the nuggets. In fact, in almost every portion of the archipelago, until the past few months, there has been practically no profitable way for the native miner to change his treasure into commercial money. He has had to do his bartering with gold, and frequently the gold has had but little current value in sections of the islands which have been cut off from the outside world. I have seen natives in actual want who were possessors of little boxes of gold.

"A far richer field to work in the Philippines than prospecting just now, is to go among these isolated mountain towns and barries for the purpose of purchasing this accumulation of gold in the hands of natives who have not the ability to dispose of it. There are many of the natives who never go more than five miles from their homes during their lives, and they might have several thousand dollars' worth of gold which they have collected since they could work, and have not been able to get the benefit of it for want of means for changing it into commercial money. Large amounts of this gold could be brought up and shipped to the sea-coast for transportation to America or other countries, and the leturns would be profitable.

"It is evident that there will not be any, extensive mining operations in the Philippines - until parties with capital enter the field and put up stamp-mills or smelting-plants. There are some rich lodes in the mountains of the southern islands of the Philippines, and in less than five years some of the promoters of mining schemes there are going to make a great amount of money. There are thousands of natives available for service in the mines at the low rate of wages of ten to fifteen cents per day, while there are a great number of Chinese coolies here who would work for even less than that. There are at present some American mining concerns represented here, and steps are being taken to put in neces ary equipment to utilize the veins of quartz which have been located. I have been through the mining sections of Panay, part of Luzon, Mindango and several other islands, and in every instance the samples of gold ore were pro-

#### SOUTH AFRICAN BLUE BOOK.

"OUR ONE SEAR IS THAT CHAMBERLAIN WILL CHEAT US OUT OF THE WAR"

In a Blue-book about South African affairs are given some of the enemy's telegrams and letters, that have come into the possession of The Government during the svar. One of these is a letter found in the Landdrost's office at Bloemfontein from Mr. J. N. Bligmaut, brother to the ex-State Secretary of the late Orange Free State, which is interesting on general grounds for its frank admission as to the object of the war-namely, the formation of "the Republican United States of South Africa":-

Kroonstadt, Orange Free State, Sept. 25, 1899. -The only thing we are afraid of now is that Chamberlain, with his admitted fitfulness of temper, will cheat us out of the war, and consequently the opportunity of annexing the Cape Colony and Natal, and forming the Republican United States of South Africa; for . . . we have forty-six thousand fighting men who have pledged themselves to die shoulder to shoulder in defence of our liberty, and to secure the independence of South Africa-Pall Mall

#### ARMY REFORM.

The Lookout Man of Fairplay writes as follows on the schemes for Army reform :-And now the papers are all full of War Office reform, which apparently is to begin with the Tommies—to use the accepted term. It seems to me that if the war proves anything, it is the excellence of the Tommies, 'who never fail to carry out any orders given them, and the incapacity in too many cases of the officers who give the orders. I do not believe in any reform which does not bring home to an officer the consequences of avoidable Aloes, J. W. loss for which he is responsible. In the Navy any officer from an admiral down, whatever his rank, has to stand a public investigation, or trial, if he gets his ship into Adams, J. trouble. In the Army an officer in command may by a gross blunder lose a couple of regi- | Allison, W. R. ments without being publicly sat upon. Take two analogous cases. Two battle-ships at Anderson, exercise in the Mediterranean, by a faulty Albert, H. manœuvre, get into collision, and one is rammed | Alexander, R and goes down, drowning the admiral in com- | Alladeen, Dr. mand and some hundreds of men. The whole Bowie, A. A. affair is made the subject of a public inquiry, Bell, T. M. and the officer in command of the ramming | Barnes Coy. ship, though acquitted, found his career at an Bush, D. F. end. Then on the other side, take the case of Beddulph, L. S. General Gatacre. His great blunder, and the Boyd & Co. censure passed on it, are matters of history. Bryan, R. He was sent home. In disgrace? Not at all. Boad, W. To be retired from the service? By no means; Bun Heung but to receive a valuable home appoint. Blomfield ment which might well have been the Barry, Capt. J. reward of the greatest merit. This is the Bohm, O. sort of thing that lies at the root, of our Bailie, J. J. army inefficiency, and so long as it con- Barber, T. tinues, so long, in fact, as inefficiency is not a Baites bar to emplument, all the internal reforms of Barclay, Mrs. T. the War Office will leave matters much as they Brander, W. now stand. Favouritism and intrigue can Boad, S. never be wholly eradicated; they prevail in the Beyson, A. Navy as in the Army; but in the former they Bliefenncht. are tempered by the certainty of public Chun Un Fook exposure in the case of the failure of a Chang King favourite; while in the latter, the grossest Cambell, Mr. M. blunders in war are hushed up. When the Craig, Lieut. T. public take the same keen interest in the state | Coats of the Army as they do in that of the Navy, Champion, J. F. and inelst on their representatives in Parlia- Counsell, W. G.

ment expressing that interest in a manner that | Cockburn, H. cannot be disregarded by the Government in Cowden, H. S. power, then we shall be sight of Army reform, Collard, J. B.

Cassalond, D.

Callsen, F. W.

Collins, R. A.

Chamberlain, F.

Carthy, E. T. M.

Chan L. Feng.

Devenport, Dr.

Entrican, Capt. J

Fernandes, V. F.

Fawcett, G.

Fung Kee

Geiss, H.

Fowler, C. M.

Gordon, J. C.

Gilluly, A. M.

Gordan, J. N.

Hunter, C. G. W.

Hunnaway, J.

Photo Club.

Hughes, G. H.

Hearder, E. H.

Hawkmatria "

Harding, C. L.

Johnson, J. W.

Jackson, Capt.

Jones, G. H. B.

Knight, Mrs. H.

Kolls, Capt.

Kennedy, R.

Kennedy, R.-P.

Kiraulioff, A. T.

Kirkwood, M.

Kahnunsky, S.

Lowis, H. W.

Leaton, Mrs.

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Gradzizki,

Furlonge, R. S.

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Cregue, J. R.

#### MAMMOTH STEAMERS FOR THE PACIFIC TRADE.

THE LARGEST SHIPS IN THE WORLD A telegram dated New London, the 15th ult.,

Actual work began this week on the laying of | Chisholm, G. P. the keels to the mammoth iron steamships to Cambell, W. G. be built for the Great Northern Railway at the Cardova, Mrs. F. M works of the Eastern Shipbuilding Company at Gorton, opposite New London. There was issued from the company to-day an authoritative | Cooper, F. C. statement regarding the size of the ships, which show them to be the largest vessels in the world now building or planned. The new vessels will | Chevers, W. G. be of 20,000 tons register and 33,000 tons Clark, Mrs. F. R. displacement, or just 10,000 tons more dis- Cocksedge, J. H. placement than the new Atlantic greyhound Dittrich, A. Deutschland. The new steamers, which are Drervs, Capt; being built primarily for cargo carriers, are not as long as many Atlantic liners, but are much wider and deeper. The following are the principal dimensions of the vessels: Length, Draper, W. 630 feet ; beam, 73 feet ; depth, 56 feet. They have each five continuous decks, extending the whole length of the ship, with three additional Dawson, Mrs. P.

partial decks amidships. Passengers as well as freight will be carried, and accommodation is provided for nearly 1,000 passengers in three classes. The vessels will have a speed of fourteen knots an hour and will carry over 4,000 tous of coal in their bunkers. Embden, M. They are designed to carry cattle, chilled or | Ellis, Mrs. F. frozen meats in refrigerator chambers, fruit or Feimberg, S. R. any kind of cargo that may appear for trans. Funge, U. W. portation. It is estimated that when completed the steamships will cost fully \$5,000,000, and they will run from the Pacific Coast to Oriental ports in connection with the Great Northern Railway.

#### THE INVASION OF ENGLAND.

GENERAL MERCIER'S REMARKABLE SPEECH.

The gist of the remarkable speech recently made by General Mercier is given in the Pali Mall Gazette of 5th ultimo as follows :-

In the debate in the Senate yesterday, on the increase of the French Fleet, General Mercier delivered a remarkable speech, in which he urged that France should be prepared, if neces-. sary, to land a force on British shores. Though | Girling, G. R. the English Navy was double the strength of that of France, it had an immense line of coast | Grunstein, Mrs. B. to protect, as well as her merchant navy all over the world. It was therefore, possible that France might find herself at certain points not only numerically equal, but even superior in her engines of destruction. It was consequently not chimerical to entertain the idea of landing a French force on British soil. General Mercier desired to add words to the Government Bill to give effect to his ideas, but the President ruled that this was out of order, and the Minister said the proposal could not be

An Exchange Company's Paris telegram states that the majority of the French papers refrain from commenting on General Mercier's speech, with the exception of the Gaulois, which approves it. A few of them allude to as extravagant, adding that General Mercier's absolute want of authority in the Senate robs' his speech of all political significance.

The correspondent of the Daily News reports hat General Mercier's resolution was met with. uproarious opposition—a thing unusual in the

#### DEATH OF THE EARL OF DONOUGHMORE.

'We regret deeply to announce the death, at his residence, 84, Sloane-street, of the Earl of Donoughmore, says the Pall Mall Gazette of 5th ultimo. He had for some considerable time past been suffering from Bright's disease, and on Sunday he had a paralytic seizure, followed by a clot of blood settling on the brain. He was unconscious for many hours before death: Few men were better known about-London than "D," as he was always called by his intimates, and by all who knew him he was most affectionately regarded. He was a man of very high, intelligence, and those who were best acquainted with him could never understand why he had not made, a bigger name for himself in the world. He was kind-hearted and genial to a degree, and his kindly face and cheery manner will be long missed by a wide circle of men and women. John Luke George Hely-Hutchinson, K.C.M.G., who was the fifth Earl, was born March, 2nd 1848, and succeeded his father when eighteen years of age. He was educated at Eton and Balliol, was a Justice of the Peace and Deputy-Lieutenant for County Tipperary, and also a J. P. for County Waterford. In 1878-9 he was an Assistant-Commissioner on the European Commission for Organizing Eastern Roumelia. Lord Donoughmore married, in 1874, Frances Isabella, daughter of the late General Stephens. He is succeeded by his son, Viscount Suirdale, who was born in 1875, educated at Eton and New College, and loined the army two years ago. He is lieutenant in the 3rd Battalion Royal Irish Regiment.

#### UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un claimed at the Post Office:-Lassen, P. M. Marshal P. H. Mitchel, Miss I. Montford, L. Murray, P. Moreau Marshall, W.

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PEAK HOTEL. Benjamin, Mr. S. S. Miller, Mr. and Mrs. Mitchell, Mr. R. Bewley, Capt. Morris, Major & Mrs. Bonnar, Mr. J. W. C. Narston, Mrs. G. M. Brown, Colonel F. Newall, Mr. Stuart G. Collard, Col. Oakley, Mr. H. E. Comrie, Mr. A. F. Oakley, Miss Crookenden, Col. O'Gorman, Col. The Dann, Mr. G. H. O'Gorman, Madam Ezekiel, Mr. J. S. Forbes, Mr. Andrew Oppenheim, Mr. J. Perry, Major Fraser, Colonel A. R. Graham, Mr. D. M. Pollock, Mr. H. E. Griffin, Major W. W., Reilley, Major

Scott, Capt. Percy, C.B. Scott, Mrs. Percy Harston, Dr. G. M. Seaman, Mr. J. F. Hays, Mr. J. Shellim, Mr. Edward Hughes, Col. G. A. Shepherd, Mr. E. B. Layton, Mr. B. Sinclair, Mr. A. Mackie, Mr. C. Gordon Fomlin, Mr. G. L. Martin, Mr. R. Wheeler, Col. McCarthy, Mrs., and Wheeler, Mr. H. B. Young, Dr.

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KOWLOON HOTEL. Franco, Mr. and Mrs. Nobb, Prof. A. P. Godchaux, Mr. & Mrs. Rilley, Mr. Joseph Rondall, Mr. V. P. Scott, Mr. C. A. Godchaux, Miss J. Shillington, Mr. L. Gomes, Dr. and Mrs. Gomes, Miss

Thomson, Mr. & Mrs. Wittmuss, Capt. James, Mr. C. Kenned, Mr. R. J.

EXCHANGE. Hongkong, January 7th.

ON LONDON, Telegraphic Transfer .....2/04 Bank Bills, on deniand 2/0 13/10 \* Credits, 4 months' sight......2/19 D'ments, 4 months' sight ...2/13 ON PARIS, Bank Bills, on demand ........2.59 Credits, 4 months' sight ...2.054 ON NEW YORK, Bank Bills, on demand... 502 Credits, 30 days' sight ..... 51 ON BOMBAY, Telegraphic Transfer ........ 1531 On demand ...... 154 ON SHANGHAL, Telegraphic Transfer ...... 72 Private 30 days! sight ......nom, Sovereigns, Bank's Ruying Rate...... \$ 9.64 Dollars ..., per cent. prem.

OPIUM QUOTATIONS. Hongkong, January 7th.

New Patus......\$885 per chest. New Benares ......895 Persian, paper tied......800/820

VESSELS IN PORT.

Steamers. Anding Maru; Japanese steamer, 1,053, S. Atsumi, 5th Ian.,—Amoy and Swatow 4th Jan., General.-Mitsui Bussan Kaisha. CHINA, German steamer, 1,113, P. Voss, 5th

Jan.,-Saigon 31st Dec., Rice.-Siemssen EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec., -Vancouver, and General.-C. P. R. Co.

FORMOSA, British steamer, 674, A. E. Hodgins, 5th Jan., -- Tamsui and Jan., Amoy 3rd and Swatow 4th, General, -Douglas, Lapraik FLINTSHIRE, Pritish steamer, 2,109, J. Dwyer,

4th Jan.,-Moji 30th Doc., Coal.-Mitsui. Fame, twin screw, turpedo boat destroyer, 360 Bussan Kaisha. GARONARE, American transport, 2,319, Far--American Goyt.

GOODWIN, British steamer, 2,832, A. Jackson, 28th Dec.,-Moji 22nd Dec., Coal.-Dodwell & Co., Ld. HANSA, German steamer, 1,200, L. Schall, 5th Jan.,-Shanghai 1st January, General:-

Siemssen & Co. Hinsano, British steamer, 1,536, P. M. B. Lake, 28th Dec.,-Java 18th Dec., Sugar. -Jardine, Matheson & Co. HOLSTEIN, German steamer, 985, M. Ipland, 3rd. Jan.,-Manila 31st Dec., General.-Jebsen & Co.

LIGHTNING, British steamer, 2,122, J. G. Spence, and Jan.,-Calcutta 13th Dec. and Singapore 26th, General.-David, Sassoon Sons & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 5th Jan., -Manila 2nd January, Hemp.-Jardine, Matheson & Co. LOOSOK, British steamer, 1,012, J. B. Jackson 31st Dec.,-Bangkok 24th Dec., Rice and Teak Wood.—Butterfield & Swire. LOYAL, German steamer, 1,237, Lorenzen, 4th

January, - Saigon 1st Jan., Rice. - Sander, Wieler & Co. MACDUFF, British steamer, 1,882, R. Glegg, tst Jan.,-Moji 26th Dec., Coal.-Dodwell

MAUSANG, British steamer 1,643, R. Cox, 4th Jan.,-Sandakan 29th Dec., Timber.-Jardine, Matheson & Co.

MEMNON, Dutch steamer, 1,862, F. Chrimes, 5th Jan ,-Singapore 29th Dec., General. -Butterfield & Swire. MICHAEL JEBSEN, German steamer, 710,

Jessen, 28th Dec.,-Haiphong 25th Dec., and Hoihow 27th, Rice. Jebsen & Co. MONKSEATON, British steamer, 1,776, Davis, 31st Dec.,-Mojl 25th Dec., Coals,-Order. NIPPON MARU, Japanese steamer, 3,300, W. W. Greene, 3rd Jan.,—San Erancisco 6th Dec., and Shanghai 1st Dec., Mails and

General. P. & O. S. N. Co. On SANG, British steamer, 1,787, J. Young, 3rd Jan.,-Moji 29th Dec., General.lardine, Matheson & Co.

PAKLING, British steamer, 2,875, E. C. W. Warrall, 25th Dec,-Manila 23rd Dec. Ballast.-U. S. Government. PAX, Belgian steamer, 1,207, E. Damster, and Jan,-Manila 30th Dec., General .--

Meichers & Co. PEIYANG, German steamer, 897, Köhler, 28th

& Co. PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 28th Dec.,-Bangkok 19th Dec., Rice, &c .- Butterfield & Swire.

PICCIOLA, German steamer, 875, E. Huir, 18th Dec.,-Chefoo 13th Dec., General.-

SAMOA, British steamer, 4,506, Hudson, 28th Dec., - Moji 23rd Dec., Coal. - Dodwell & mendt, 22nd Dec .- Chefoo, 16th Dec.,

General,-Sander, Wieler & Co. SKARPSNO, Norwegian steamer, 1,130, L. Tallefsen, 4th Jan.,- Nagasaki 30th Dec., Flour.-T. M. Stevens.

STRATHARD, British steamer, 2,599, Farsyth, and Jan.,-Kutchinotzu 27th Dec., Coal.-Mitsui Bussan Kaisha. Tal Fu, German steamer, 1,065, E. Schipper, 30th Dec.,-Moji 24th Dec., Coal.-E. A.

Trading Co. TAIWAN, British steamer, 1,109, Harder, 31st Dec.,—Shanghai 28th Dec., General.— Butterfield & Swire. TAIYUAN, British steamer, 1,495, R. Nelson,

2nd Jan.,-Kobe 28th Dec., General.-Butterfield & Swire. TARTAR, British steamer, 2,768, G. D. Bowles, R.N.R., 28th Oct.,-Vancouver, B.C. and

Puget Sound 25th Sept., General.-D. E. | boats. Vienna, British steamer, 2,653, A. McDougall, 31st Dec.,-Otaru (Japan) 21st Dec., Coal. Adamastor, Portuguese cruiser, 1,800 tons,

-H. & H. WILHELMINA, Dutch str., 2,791, J. de Vries, 18th Dec.,-Manila 13th Dec., Ballast.-Order.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec; - New York 2nd June and Chesoo 12th Dec., Oil.—Standard Oil Co. ASTORIA, British ship, 1,429, J. Thorkelsen, 15th Dec.,-Cardiff via Capetown 21st Sept., Coals,—Carlowitz & Co.

BENJAMIN SEWALL, American ship, 1,362, A. M. Sewall, 23rd Sept., - Fremantle 11th Aug., Sandal Wood.-Order. BUTESHIRE, British brak, 1,876, R. Purdic, 13th Dec.,-Cardiff 20th July, Coal.-

Government. COMMERCE, American ship, 621, Butenshon, 3rd Jan.,-Port Blackley 31st Oct., Lumber.-Holliday, Wise & Co.

DUMBLANE, Italian bark, 721, J. Trapani, 20th Oct.,-from Fremantle, Sandalwood.-DUNDEE, British ship, 1,998, Hemoring, 14th

Oct.,-New York 29th June, Kerosine Oil. -Standard Oil Co. FULWOOD, British ship, 1,986, Thomas, 1st Dec., - Cardiff via Cape Town 26th Sept.,

Coal.—Government. NEREUS, German ship, 1,714, Beake, 30th Dec. - Cardiff 8th Aug., Coals. - Master. R. Morrow, Britis': 'nirk, 1,156, C. F. Douglas, 4th Dec. Manila 24th Nov., Ballast. Arnhold, Karberg & Co.

SWANHILDA, British ship, 1,999, Colm Praser, 26th Nov.,-New York 14th July, Case Oil. -Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 7th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Shanghai. Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Singapore. Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16.6 inch. q.f. guns, Capt. G. H.

Cherry, R.N., Amoy. Astraa, British and-class cruiser, 4,300 tons, 7,000 i.h.p., to guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai. Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. War-

render, Hongkong. Honaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku. Brisk, British cruiser, 1,770 tons, 6 guns, 5,600

h.p., Commander Sir Bourchier Wrey, Bart., Singapore. Britomart, British gunboat, 710 tons, Capt. P. Walter, Hongkong,

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Woosung. Daphne, sloop, 1,140 tons, 8 guns, 2,000 j.h.p., Com. C. Winnington-Ingram, Shanghai. (B.C.) 5th. Dec., and Shanghai 24th, Mails Dido, British and-class cruiser, 550 tons, '11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong. Endymilos, licitish cruiser, 7,350 tons, 12 guns,

Capt. G. A. Collaghan, at Hongkong. Esk, coast detence gunboat, 363 tons, 3 guns, . 200 i.h.p., Lienc. Comdr. F., Blunt, Chin-

tons; 6 guns, 5,400 i.h.p., Lieut.-Con. C. P. Beaty Pownall, Hongkong. lane, and Jan. -- Manila 29th Dec., Ballast. Firebrand, 3rd class gunboul, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Goliath, British battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. H. H. Holden, Hongkong. Hart, twin screw, torpedo-boat destroyer, 200

J. G. Armstrong, Shanghai. Capt. R. S. D. Cumming, Shanghal.

tons, 6 guns, 4,000 f.li.p., Lieut, and Com.

Henderson, Amoy.

R. G. Corbett, Hongkong. Litimet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lisard, British gunboat, 715 tons, Capt. J. C. Watson, Cantone Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Bontbay.

Mohawk, British cruiser, 1,770 tons, Capt. F. W. Freeman, Shanghai. Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.

Otter, torpedo-boat destroyer, Lieut, and Com. H. O. Wilkin, D.S.O., Hongkong. Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode,

Phwisix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,

Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Plover, 1st class gunboat, 453 tons, 6 gups, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai. Protector, British gunboat, 920 tons, Capt. W.

R. Creswell, R.N., C.M.G., Hongkong. Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai. Robin British river-gunboat, 2 guns, Lieut., Com. G. G. Webster, Samshui.

Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai. Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, Hongkong.

h.p., Commander Oldham, Shanghai. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. Philimore, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B.,

Hongkong. SHANTUNG, German steamer, 1,315, Remel- Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Shanghai. Waterwitch, surveying-ship, 620 tons, Lieuti-Comdr. Hay, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 i.h.p., Lieut, and Comdr. Mackenzie, Shanghai. Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 i.h.p., Hongkong. Woodcock, British gunboat; 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang. Woodlark, British gunboat, 2 guns, 550 h.p., Lieut,-Comdr. H. E. Hillman, Shanghai. Torpedo-boats in Reserve Nos. 8 and 20, 35,

36, 37 and 38, first-class; and 3 second-class Miscellaneous.

Capt. Andrew, Macao. Aspera, Austrian gunbout, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, & guns, 3,900 tons, 9,250 i.h.p., Captain S.N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai. Koningin Wilhelmina der Nederlanden, Dutch

cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Liberal, Portuguese gunboat, 558 tons, Coindr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Fonto, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovless, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin,

Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 li.p., Comdr. Sharon, at Taku. Gaidamak, Russian gunboat, 400 tons, twin

screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku. Gremfastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,130 h.p., Capt. Silmann, at Taku. Mandjour, Russian cruiser, 1,213, tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff,

at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayendnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Petroparlovski, Russian battleship, 12,000 tons,

Capt. Grevais, at Japan. Rossia, Russian armourd cruiser, 12,200 tons, 42 guns, 14,500 h.p., Capt. Domojiroff, at Rozbaynik, Russian cruiser, 1,330 tons, 1,786

h.p., 11 guns, Capt. Komaroff, at Hong-Rurik,† Russian fingship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns,

13,500 h.p., Capt. Haupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Nagasaki. Sissel Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku. Sivouteli, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nazasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots. 🦼 Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at

Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, I guns, twin screw, 1,500 lip., Capt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns 2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.)

220 h.p., 16 knots. Humber, storeship, 1,640 tons, 800 i.h.p., Com. Jantchichi, Rubsian torpedo boat, 87 tons, 4.
H. J. Davison, Hongkong.

1,200 h.p., 22 knots. Janus, torpedo-boat destroyer, 'Lt. and Comdre' Nor orossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1

gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., to knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 22d'h.p., 16 knots. Sootchina, Russian torpedo boat, 87 tons, 4 guns,

970 h.p., 19 knots! Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

> RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, St tons, guns, 2 torp tubes 1,100 h.p., speed 21

Revel, 1st class, Russian torpedo boat, 96 tons,

3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. \* Flagship of Rear-Admiral F. V. Dubossoff.

! Flagship of Rear-Admiral Recunoff THE GERMAN SQUADRON. Brandenburg, German hattleship, 10,100 tons,

40 guns, Capt. Rosendahl, at Woosung. Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns,

9,000 h.p.; Capt. Rollmann, at Amoy. Dec., -Moji 22nd Dec., Coals. -Siemssen | Snipe, British gunboat, 85 tons, 2 guns, 140 | Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku. \* \* \* Hansa, German cruiser, 6,000 tons, 30 guns, Capt: Pohl, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, Shanghai. Jaguar, German gunboat, 900 tons, 10 guns,

Comdr. Kinderling, at Taku. Illis, German gunboat, 1,000 tons, 10 guns, Licut. Comdr. Sthamer, at Shanghai. Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Tsingtau. Kaiserin Augusta, German cruiser, 6,331 tons,

20 guns, 14,000 h.p., Capt. Gülich, at Hong-\*\* Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. you Holzendorff, at Woosung.

Lucks, German gunboat, 850 tons, to guns, Comdr. Dachnhardt, at Canton. Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. Secudier, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow,

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt; at Shanghai. Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy. Warth, German battleship, 10,100 -tons, 40 guns, Capt. Borkenhagen, at Taku.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepimer, at Shanghai. No. 91, German torpedo-boat, 320 tons, Capt. V. Pullen, at Hongkong. No. 92, German torpedo-boat, 320 tons, Capt.

 Fluinrich, at Shanghal. \* Flagship of His Excellency Vice-Admiral \*\* Flagship of Rear-Admiral Geissler. \*\*\* Flagsliip, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON. Alonette, gunboat, 200 .tons, Lieut.-Comdr. Belloy, at Shanghai.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong. Chasseloup Lambat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at frongkong.

Contete, gunb at, 473 tons, Capt. Louel, at Decidee; gunboat, 690 tons, Capt. Maresubette, \* D'Entrecasteaux, ist class cruiser, 8,100

tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku. Descarles, and class protected cruiser, 4,000 tons, 36 guns 631 l.h.p., Captain Teshmatt,

Eure, Dispatch-transport, Capt. Vallee, Friant, gunboat, 693 tons, Capt. Adam, a

Shanghai. Gutchen, 1st-class cruiser, 9,000 tons, Capt Perem, at Shanghai. Tean Bart, 1st class cruiser, 1,500 tons, 10 guns

8,000 i h.p., Capt. Aubin, at Taku. Kersaint, 3rd class cruiser, 1,300 tons, guns, 2,200 i.h.p., Capt. de la Motte du

Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku. Pascal, and class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p., Capt. M. Motet, at Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipero, gunboat, Captain G. del Villeneuve, at \* Flagship of Vice-Admiral Courrejolles. THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E.

Craig, at Hongkong.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong-

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Taku. Obow, torpedo catcher, 318 tons, Capt. Camada, Callao, U.S. guinboat, 137 tons, I gun, 55 h.p., Lieut, Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr, N. J. K. Patch, at Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, Manila.

Glacier, U.S. supply-ship, Lieut-Comdr. J. B. Briggs, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6, 100 tons, 1,300 h.p., Lt. Comdr. D. W. Knox, at Manila.

Manila, U.S. gunboat, 1,057 tone, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000 McGowan, at Hongkong.

Monocacy, U.S. gunbont, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W.

Pigman, at Canton, Nanshan, U.S. collier, at Manila. Newark, U.S. cruiser, 4,089 tons, Comdr. Mc-Calla, at Taku.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Taku.

h.p., Comdr. C. C. Cornwell, at Manila. Inceton, U.S. gunboat, 1,000 tons, 6 gune, Office of the Company, No. 50, Queen's Road.
Soo hip.; Com. Harry Knox, at Shanghai. Central, In the City of Victoria, Hongkong. Princeton, U.S. gunboat, 1,000 tons, 6 guns,

Isis, British cruiser, 5,650 tons, Capt. G. M. | Nargen, Russian torpedo boat, 85 tons 4 guns, | Scindia, U.S. cruiser, 7,500 tons, Comdr. I. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr.

Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manifa. Yorktown, U.S. gunbont, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. St Sperry, at Manila. Vosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675, Capt. Whit-THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Takul Elba, Italian cruiser, 2,720 tons, Capt. Cecconi

Fiermosca, Italian cruiser, Capt. Garlo Negri, Stremboli, Italian cruiser, 3,898 tons, Captain-R. Marselli, Hongkong.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai. JAPANESE MEN-OF-WAR.

Battleships. Asalii, Japanese battleship, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan. Vashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure. Fuji, 1st class, 12,450 tons, 38 guns, 14,000

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka. Coast Defence Ships.

Malsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho. Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure. Hashidate, 1st class, 4,277 tons, 35 guns, 5,400

h.p., at Yokosuka. Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan. Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Heiyen, 2nd class, 2,600 tons, 1 guns, 2,400 h.p., at Yokosuka. Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho. Chilose, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p., at Kure. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 l.p., at Kure. Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure. Nantues, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Tukichiho, protected cruiser, 1st class 3,700 tons, 24 guns; 7,120 h.p., at Keelung. Chiyada, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka. Suma, protected cruiser, 1st class, 2,750 tons,

Capt. Shimamura, 24 guns, 8,500 h.p., at - \ Ideunii, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka. Akitsushima, protected cruiser, 1st class, at

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 l.p., Takao, 2nd class, 1,764 tons, 15 guns, 2,400 h.p., - at Shanghai. Yayama, 3rd chius, 1,000 tons, K. Matsumoto,

Tukushi, 3rd class, 1.300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Jupan. Osagi, cruiser, at Taku. Sayananii, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

to guns, 5,630 h.p., at Japan.

Sloops and Corvettes. Musaski, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka. Katsuragi, 1,480 tons, 10 guns, 1000, h.p., at Vamato, 1,480 tons, 10 guns, 1,600 hip., at

Chemulpo. Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan. Kaimon, 1,360 tons, 10 guns, 1,125 h:p., at

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yoko- 5. Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.

Aknyi, 620 tons, 10 guns, 700 h.p., at Kure. Atago, 620 tons, 10 guns, 700 h.p., at Taku. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Chickeri, 620 tons, 10 guns, 700 h.p., at Taku. Soko, 572 tons, 4 guns, 400 h.p., at Saseho. Twaki, 600 tons, 6 guns, 400 h.p., at Yokosuka. Chinto, 490 tons, 5 guns, 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 gans, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p. Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Torpedo-gunboat. 1. Tatsuta, 875 tons, 6 guns, 5 torpedo tubes 5,500 h.p., at Yokosuka.

Torpodo-bonts.

Murakumo, 279 tons, at Ujina. Shinonome, 279 tons, at Kure. Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe. Ikadusch, torpedo-boat destroyer, 331 lons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 hip. Shiramubi, torpedo boat, 278 tons, Comdr. . Kosoma, at Japan. Akebono, torpeda-boat destroyer, 310 tons,

Lieut. Comdr. H. Kawase, Japan.

14 bonts' (Creusot), 50 tons, 2 torpedo-tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525

boat (Normand), 75 tons, 2 torpedo-tubes, 2 boats (Schichau), 90 tons, 3 torpedo-tubes, 4 boats (Yarrow), 40 tons 3 torpedo-tubes,

620 h.p.

to boats (Yarrow), 40 tons, 3 torpedo-tubos,

A Mail will close:--For Hoihow and Bangkok-Per Phranang. to-morrow, the 8th instant, at 9 A.M.

For Hollow, and Singapore and Bangkok-Per Loosok, to-morrow, the 8th inst., at 9 A.M. For Shanghai-Per Loongmoon, to morrow, the 8th instant, at 3 P.M. - For Swatow, Amoy and Anning-Per Anning Maru, to-morrow, the 8th inst., at 5 P.M. For Europe, &c., India, via Tuticorin-Per Prinzess Irene, on Wednesday, the 9th instant, at II A.M.

Lightning, on Wednesday, the 9th instant, at For Nagasaki, Kobe and Yokohama-Per Bengenue, on Wednesday, the 9th instant, at

For Singapore, Penang and Calcutta-Per

Printed and Published by ETHELBERT Hermione, British cruiser, 4,360 tons, 10 gune, Forel, Russian torpedo boat, 23 tons, 1 gun, Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 FORBES SKERTCHLY for The Hongkong Telegraph Company, Limited, at the Printing